ATLANTIC FISHERMAN

JANUARY
1951

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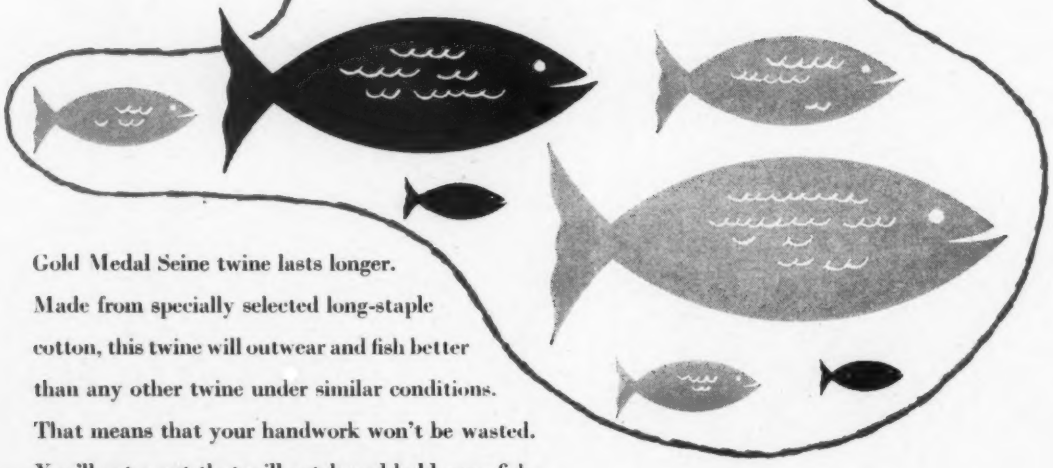

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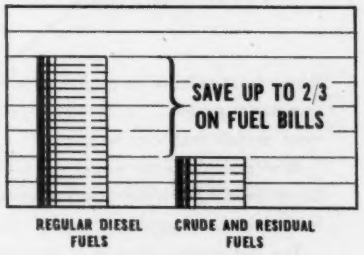

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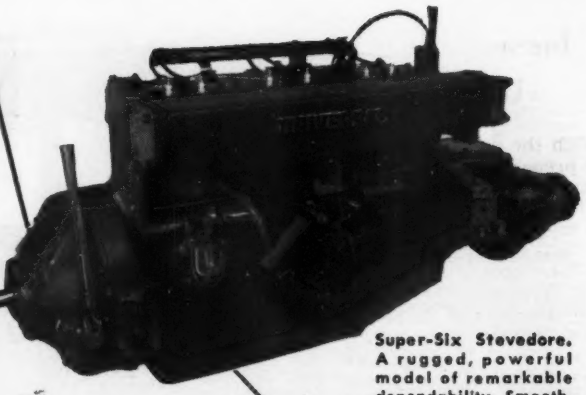

Super-Six Stevedore. A rugged, powerful model of remarkable dependability. Smooth, will idle all day at 400 r.p.m., 130 h.p.

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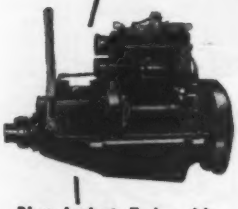
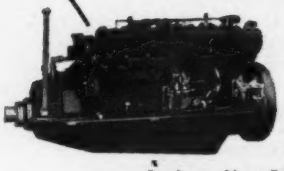


Blue-Jacket Twin. Always a favorite for small boats because of its real economy and lasting performance. 12 h.p.



Cruiser Six. For real economy and more years of hard work, this is the model for you. 90 honest h.p.

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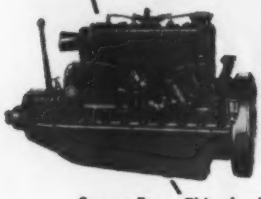

Super-Four. This husky four of big power is tops in its class. You'll spend less to operate and maintain this 50 h.p. 100% marine motor.

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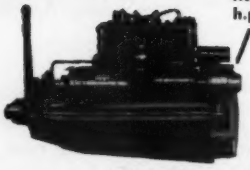

Utility Four. World's most famous, fastest selling 4-cylinder 100% marine motor. Unmatched for dependability. 25 h.p.

If your boat calls for an engine up to 145 horsepower, you can have *true marine power* . . . a Universal. Today, the Universal line includes more models than ever before!

Whatever Universal model you select—from the 145 h.p. Super-Six to the 8 h.p. Fisherman—you *know* you're set for long years of faithful, low-cost service.

You get better idling in a Universal, smoother power over the entire range. There's greater operating economy; less maintenance is required. And there is Universal's exclusive 21-year parts service to keep your motor always performing at peak efficiency.

Yes, you do get far more value when you buy a Universal—because these are genuine marine motors—*built for fishing service.*

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for the new big Universal 1951 Edition Handbook. It has 40 pages of information and pictures on all Universal models.

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Oshkosh, Wisconsin

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The World's Largest Builder of 100% Marine Motors

Increased Importance of Fisheries Under National Emergency

With the country under a state of national emergency and preparations for defense being rapidly expanded, the fishing industry assumes an increasingly important role in the nation's economy.

It will be recalled that during World War II, the fishing fleet was considered a second line of defense. The industry contributed heavily to the war effort in supplying ships, men and food. At that time, fishing boats were found to be ideally suited to many floating equipment needs, fishermen were well qualified for naval duty, and fish was the only food whose production could be stepped up immediately without waiting to be grown or raised.

With a record year of production in 1950, the fishing industry is geared to high-level output, which can be increased still more to meet the demands for fish, both as food and as by-products for farming and industrial uses.

In order to be in a position to fulfill enlarged production requirements, it is essential that fishing boats be maintained in top-notch condition. Equipment should be regularly inspected and any overhauls or replacements made when necessary.

Some concern has been expressed as to whether sufficient supplies and equipment will be available as material shortages become more acute. During the last War, the fisheries had high priority ratings with which to secure their needs, and undoubtedly equally as good consideration will be available in any future allocation programs.

Already, a Defense Fisheries Administration has been established under the U. S. Fish & Wildlife Service, for the purpose of determining the material and manpower requirements for producing the fishery products that the country must have. Statistical, marketing and economic data is being augmented to provide information for formulating production goals and estimating potential fish supplies. If critical shortages of materials develop, investigations will be undertaken on the applicability of substitute items.

Spokesmen for the fisheries already are taking steps to assure having the industry designated as essential and vital to the defense program. Every effort is being made to properly include commercial fisheries in any plan of priorities or allocation that may be set up for civilian industry as a whole.

Fishing boat owners should have definite information available on their anticipated requirements, so that industry and Government officials can determine the overall needs of the industry.

In addition to equipping and operating existing boats, provisions should be made for new construction necessary to replace lost or obsolete craft, and to take care of the needs of expanded production.

Consideration also must be given to the availability of sufficient manpower to operate the fleet, in the event that manpower controls are imposed. The industry should give thought to ways of reducing the amount of manpower needed in fishing operations, while at the same time making boats more efficient and productive. Shorter lay-over periods in port would be advantageous in this connection.

As yet, no one knows how extensive price controls will be, but there is a good possibility that fish will be included. Any method of control will be based on historical data, which means that it will be beneficial to have accurate, detailed records of operating costs available.

Port security regulations may become necessary, with the result that clearances will be required on the sailings and arrivals of boats and crews. It is hoped that such regulations will be held to a minimum so that operation of fishing boats will not be unduly impeded.

As it has done in the past, the fishing industry can be counted upon to do its part in the present emergency. It stands ready to meet the challenge of increased production, in addition to maintaining a valuable second line of defense in the form of a well-equipped fleet.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI JANUARY 1951 NO. 12

SPECIAL FEATURES

Making Fishing Boats Safer for the Crew 15
Interstate Fishery Cooperation is Effective 16
Radar Increases Earnings of Menhaden Boats 17
Canadians Discover New Rosefish Grounds 18
Reviewing the Boat Show for Fishermen 23

NEWS REPORTS

Alabama 21
Boston 46
Connecticut 37
Florida 20
Georgia 44
Gloucester 41
Long Island 43
Louisiana 21
Maine 19
Maryland 47
Michigan 22
Mississippi 21
New Bedford 41
New Jersey 45
North Carolina 20
Provincetown 42
Rhode Island 47
Texas 44
Virginia 40
Wisconsin 22

REGULAR DEPARTMENTS

Sounding-Lead 9
Equipment and Supply Trade News 38
Fish Landings for Month of December 34
Canadian Report 48
Vineyard Bailings 49

•

Where-to-Buy Directory 50
Index to Advertisers 51
Classified Advertising 52

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GENERAL MOTORS' NEW MARINE DIESEL ENGINE—THE 6-110

HERE'S the newest member of the General Motors Diesel family—the brawny 6-110 engine that develops 275 horsepower.

It is 50% more powerful than the famous 6-cylinder GM "71" engine that powers so many of America's fine yachts, tugs and fishing vessels—yet it weighs less than 15 pounds per horsepower, including the famous GM hydraulic reverse gear.

Like all other GM Diesel engines, the 6-110 is two-cycle and delivers power on every piston downstroke. Advanced design cuts down size without sacrificing ruggedness; it insures fuel economy, lower maintenance costs, exceptional dependability and long life.

The GM 6-110 engine provides Diesel power at its best for a wider range of propulsion and auxiliary applications in work and pleasure boats. It is an exceptionally *compact* Diesel for its horsepower—a powerful engine that gives remarkably fine performance in minimum space.

See the GM "110" Marine Diesel at the National Motorboat Show in New York City, January 12th to 20th—or at your GM Diesel dealer. See it and we believe you'll agree *"it's in a class by itself."*

ONLY GM DIESELS PROVIDE ALL THESE ADVANTAGES

Compact size • Less weight per horsepower • Two-cycle smoothness • Power on every downstroke • Quick starting on its own fuel • Unit injectors • No high-pressure fuel lines • Rapid acceleration • Cleaner burning • Easy accessibility • GM hydraulic reverse gear • Unmatched maneuverability

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SINGLE ENGINES... *Up to 275 H. P.* **DETROIT 28, MICHIGAN** MULTIPLE UNITS... *Up to 800 H. P.*

GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK

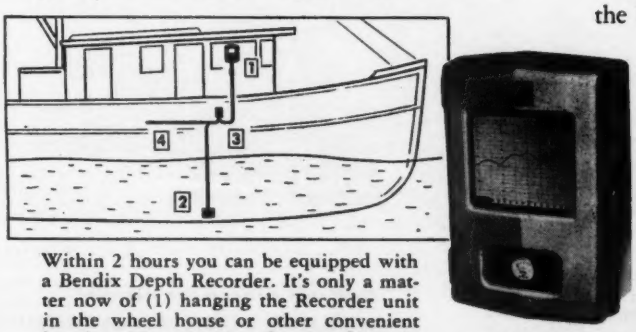
GM GENERAL MOTORS DIESEL POWER

WITHOUT HAULING YOUR BOAT!

Anytime you are in port you can now have a Bendix Depth Recorder installed in your boat . . . and be under way again with this famous fish finder in full operation. Dry docking your boat is unnecessary!

Through the use of the new, exclusive Bendix *magnasonic* transducer coupled with the extra reserve power built into the Recording unit it is now possible to sound through the hull of wood vessels, thereby obviating the necessity of dry docking the boat.* Even in extra heavily planked vessels, performance has proved entirely satisfactory.

There are 3000 commercial fishermen who use the Bendix today – and they are catching more fish and are making more money. Ask your local Bendix dealer for a demonstration today... or write the factory for complete information.



Within 2 hours you can be equipped with a Bendix Depth Recorder. It's only a matter now of (1) hanging the Recorder unit in the wheel house or other convenient location, (2) mounting the transducer in the bilge, (3) connecting the two units with the plug-in cable and (4) hooking onto the power supply.

* If permanent, through-the-hull installation is desired, a sea chest may be installed during the next regular haul-out period.

Bendix **Pacific Division**
NORTH HOLLYWOOD, CALIF.

EAST COAST OFFICE: 475 FIFTH AVENUE, NEW YORK 17, N. Y. • EXPORT DIVISION: BENDIX INTERNATIONAL, 72 FIFTH AVENUE, NEW YORK 11, N. Y.

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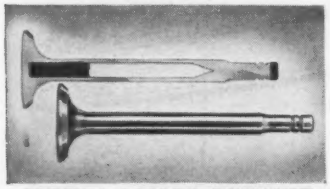
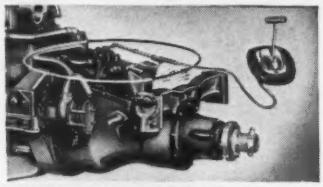
CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

WITH ADVANCED NEW FEATURES!

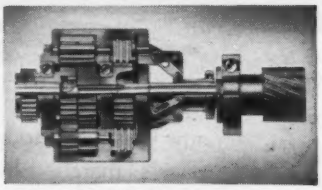


SODIUM COOLED EXHAUST VALVES.* Metallic sodium picks up heat from valve head and transfers it to cooling system. Normally increases valve life 2½ to 5 times.

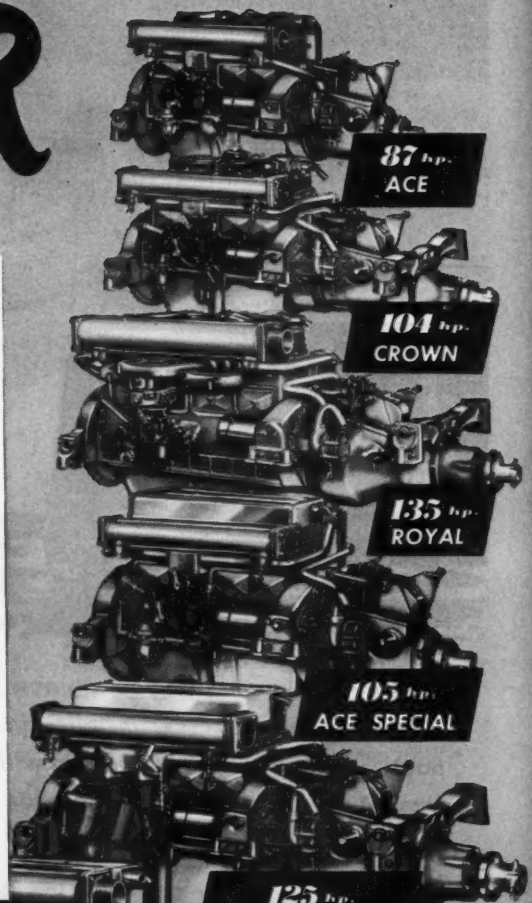


HYDRAULIC CONTROL, available at low cost, provides smooth, positive, effortless gear shifting; no rods to connect and control lever can be located anywhere.

OIL COOLER, plate-type with increased capacity; maintains lower oil temperature, dissipates bearing heat for long engine life. Under cold starting conditions oil is heated.



REVERSE GEAR, planetary type with anti-friction bearings. No brass bearings or bushings to be replaced. Clutch driving plates of self-lubricating Oilite.



Seven engines . . . five reduction ratios for each, two reduction ratios for Vee drive! Every engine designed and built especially for marine use; none converted, rebored or rebuilt!

Prices include storage battery, Full-Flow oil filter, oil cooler**, thermostatic control, rubber mountings, opposite rotation engines.

See Chrysler at the National Motor Boat Show in New York, January 12th to 20th or send coupon for full information.

** except Standard and Special Ace models ** except Standard Ace model*

Mail this coupon for details!

MARINE ENGINE DIVISION, CHRYSLER CORPORATION
IM-1 EAST JEFFERSON AVENUE, DETROIT, MICHIGAN

Send me descriptive folder on your 1951 line.

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Sounding-Lead

RECORD CATCH IN 1950 The total catch of fishery products in the United States and Alaska for 1950 is estimated at 4,900,000,000 lbs. by the National Fisheries Institute, about 100,000,000 lbs. above the 1949 catch. It is expected that the 1950 catch will exceed the previous record which was made in 1941.

The production of canned fish and shellfish is expected to total about 900,000,000 lbs. as compared with 855,000,000 in 1949. Tuna for the sixth successive year led the way with a total pack which was expected to reach 9,000,000 cases as compared with 7,290,000 cases in 1949. The pack of canned salmon, however, declined from 5,525,000 cases in 1949 to 3,900,000 cases in 1950.

Both the Maine and California sardine packs showed an increase of about a million cases each. In 1949 Maine packed 3,075,000 cases and California packed 3,768,000 cases.

The pack of mackerel, including jack mackerel, is expected to show about a fifty percent increase over the 1,050,000 cases of 1949. Also, canned shrimp is expected to be 715,000 cases, compared with 665,000 cases for last year.

Production of frozen fishery products in the U. S. and Alaska for 1950 was almost identical with that of the previous year—286 million lbs. Increased freezings were reported for haddock fillets and shrimp, while declines occurred in those of whiting and redfish. A strike in Gloucester, Mass. at the peak of the season was said to be the factor which held back a record domestic production of frozen products.

Imports of frozen and canned products also were well ahead of 1949. Fresh and frozen shrimp imports were expected to total 36 million lbs., as compared with 30 million lbs. in 1949. The round weight equivalent of these is equal to about one-third of the domestic shrimp catch.

Imports of canned tuna and tuna-like fishes during 1950 were 1,800,000 cases compared with 628,000 cases in 1949. Tuna imports alone amount to 1,450,000 cases compared with 225,000 the previous year.

Imports of groundfish fillets for 1950 were about 65,000,000 lbs., compared with 47,777,000 in 1949. Imports of other fillets in 1950 were 30,000,000 lbs. compared with 18,497,000 the previous year. The value of imports of frozen fish from Norway increased 100 percent over 1949.

Production of dry scrap and meal was expected to total about 245,000 tons compared with 237,000 tons in 1949. The yield of fish and fish liver oils is expected to exceed the 1949 production of 17,700,000 gallons by about 4,000,000 gallons.

FISHERY APPOINTMENTS In order to handle trade agreement and tariff matters pertaining to the Fish and Wildlife Service's interests in connection with the recent appointment of William E. S. Flory as trade agreement representative on the Interdepartmental Trade Agreements Committee and the Committee on Reciprocity Information, the Service has designated Arthur M. Sandberg as liaison between Flory and its Branch of Commercial Fisheries.

In his new capacity, Sandberg (formerly assistant chief of the Branch of Commercial Fisheries' Educational and Market Development Section) will have charge of developing the facts on fishery tariffs, frequently through industry consultations, and presenting them to the Committees concerned.

Edward A. Power, chief of the Statistical Section of the Branch of Commercial Fisheries since 1938, has been named to serve as chief of the Branch of Material Facilities of the recently established Defense Fisheries Administration.

Mr. Power served in a somewhat similar capacity in World War II when he was detailed from the Fish and Wildlife Service to the Office of the Coordinator of Fisheries in Washington, D. C., to assist in handling priorities and materials equipment requirements for the fishing industry.

The new Branch of Material Facilities will be concerned with determining the requirements for materials necessary to maintain fish production and to pass on the applications for the materials that will be made available to the Defense Fisheries Administration.

Dr. Donald K. Tressler, formerly consulting food technologist, has been appointed scientific director, Quartermaster Food & Container Institute for the Armed Forces. Early in his career, the new director served as scientific assistant of the United States Bureau of Fisheries.

Dr. Tressler has published extensively and is the author of several books, including *Marine Products of Commerce*, and of numerous articles in scientific and technological journals on the preservation and nutritive value of fish, fishery by-products, and quick-freezing technology.

SCARCE MATERIALS NPA's Amendment No. 1 to M-12, issued on December 30, prohibits the use of copper, excluding repair parts, in an extensive list of less essential items. Copper may be used, according to the order, "where it serves a functional purpose and where no practical substitute is available."

Commercial fishing vessels receive the same consideration as other essential vessels in the permitted use of copper for "furnishings, fittings, and fixtures when located within the sphere of the magnetic compasses; and builders hardware, building materials, and snap hooks where the properties supplied by copper are essential and satisfactory substitutes are not available." The need of copper for marine lighting fixtures and for commercial fishing equipment and supplies is also recognized in the order.

The recently-established Defense Fisheries Administration is being deluged with requests from commercial fishermen and processors for a blanket priority rating to apply to orders for supplies and equipment which they require to conduct their business. To clarify the situation, Administrator Albert M. Day emphasizes that the present NPA policy does not provide for nor require priority ratings on normal civilian orders. In general, the available supplies will be distributed as equitably as possible through normal channels among their usual customers for all permitted uses.

Cans and metal closures to pack fresh fish for human consumption will not be affected by the recent tin saving order.

BY-PRODUCTS MEETING The By-Products Division of the National Fisheries Institute held a meeting on December 11 and 12 in Washington, and an outline of the objectives, policies, and methods of the Division was unanimously approved. One of the highlights of the adopted program was the establishment of a Fishery Products Research Council to be composed of the technical people of the industry. The purpose of the Council will be to explore, develop, and disseminate information on the values of fish meal, solubles, oils, and other by-products.

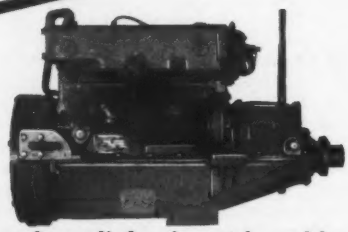
In order that the By-Products group may be prepared to meet war controls, Chairman Stanley Letson was authorized to appoint a special emergency committee to assist Director Wayne Waller in cooperating with the N.F.I. staff to handle any of the By-Products problems stemming from the present National Emergency.

The following were named to serve on the committee: Ammon Dunton, Virginia Fishermen's Association, White Stone, Va., chairman; George Wallace, Wallace Fisheries Co., Morehead City, N. C., representing the Gulf and North Carolina; Sid Feener, Aberjona Division, General Foods Corp., Woburn, Mass., representing New England; Thomas Barber, J. Howard Smith Co., Port Monmouth, N. J., representing the Northern section; and Charles

(*Continued on page 51*)

2 NEW LATHROP *Marine Engines*

THE NEW LH-MASTER
70 HP. at 2500 R.P.M.

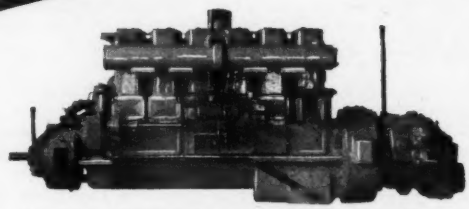


This new four-cylinder, four-cycle model packs a lot of power into its over-all length of only 38¼ inches, making it a big space-saver in pleasure boats and work boats.

NOW 6 COMPACT LH MODELS

Model	HP.	R.P.M.	Cyl.	Displ.	Weight
LH-4	45	2800	4	133	440
LH-Master	70	2500	4	214	795
LH-6	64	2200	6	282	876
LH-Atom	90	3000	6	282	876
LH-Deluxe	120	3000	6	320	916
LH-Super	132	3200	6	339	936

THE NEW D-100 DIESEL
100 HP. at 1000 R.P.M.

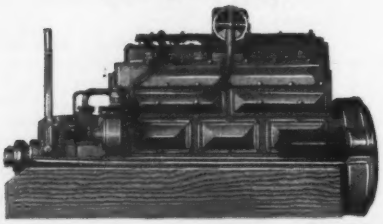


Low fuel consumption is an outstanding feature of this six-cylinder, four-cycle engine. Standard equipment includes a generator with regulator, and a special auxiliary drive with V pulley.

NOW 6 ECONOMICAL DIESEL MODELS

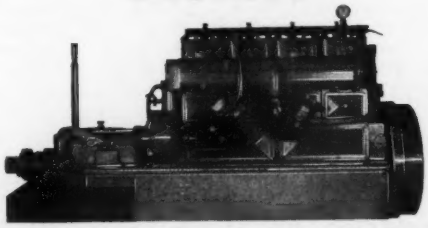
Model	HP.	R.P.M.	Cyl.	Displ.	Weight
D-50	50	800	4	665	3000
D-60	60	900	4	665	3000
D-80	80	800	6	998	4200
D-90	90	900	6	998	4200
D-100	100	1000	6	998	4100
DH-200	187	1600	6	935	5100

MEDIUM SPEED ENGINES



Model	HP.	R.P.M.	Cyl.	Displ.	Weight
Mystic 125	130	1800	6	585	1700
Mystic 175	175	1535	6	1013	2510

HEAVY DUTY ENGINES



Model	HP.	R.P.M.	Cyl.	Displ.	Weight
Engineers' 60	60	875	4	665	2100
Engineers' 75	75	915	4	792	2290
Engineers' 115	118	1000	6	1188	2950
Standard 30	30	660	3	463	1450
Standard 40	45	710	4	618	1750

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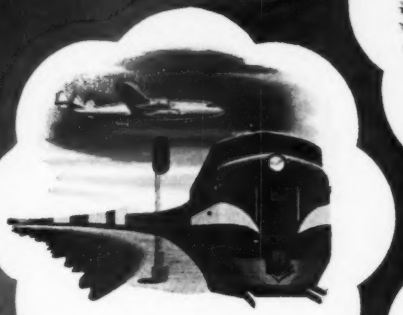

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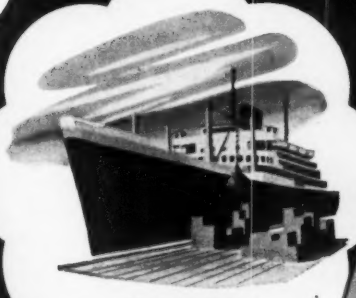

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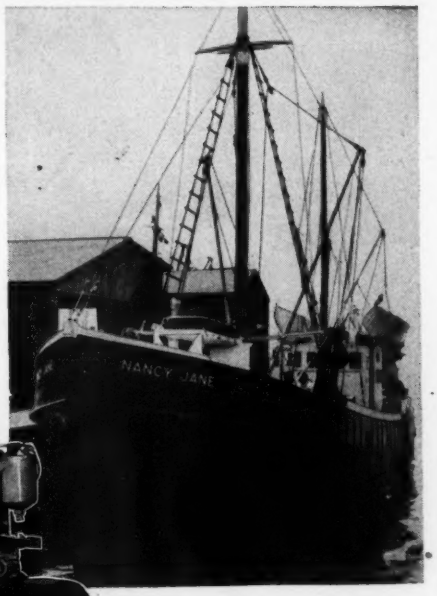

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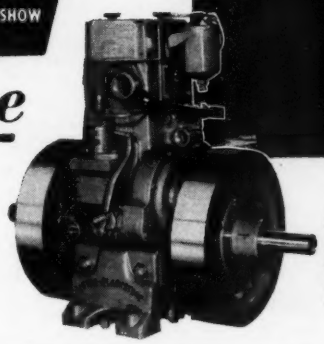

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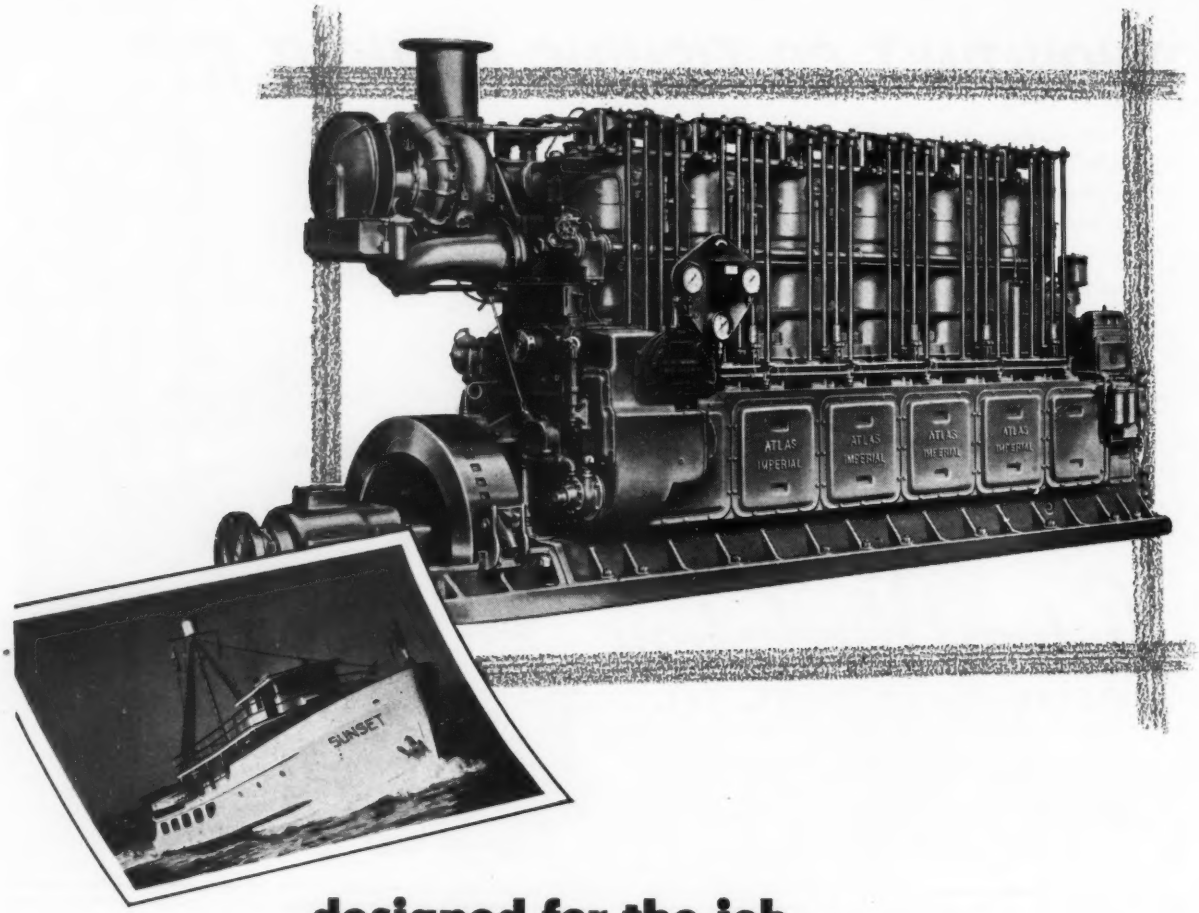

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Making Fishing Boats Safer for the Crew

By William J. Deed, N. A.

IN making a study of accidents on board ship in one of the big steamship companies over a year's period it was found that 93 per cent of the injuries were the fault of the crew member himself, with carelessness the chief cause. And these big ships had every safety feature possible. How many more accidents would have occurred with unsafe features one may only guess.

In connection with accidents, it should be brought to the attention of fishing vessel owners that the courts have ruled that when a vessel is on land in a dry dock or on a marine railway for repairs, any injury which takes place on board is considered a maritime matter just as if the ship were at sea. Also negligence on the part of the crew member who is injured bars complete recovery of award for damages.

It has been ruled in admiralty court that if any visitor on board is injured while checking, adjusting or repairing any part of the vessel's equipment, even though the vessel is hauled out of the water, his injury becomes a maritime case. Thus it becomes of paramount importance that owners ensure the utmost safety not only for their crew members but for the man who comes aboard to adjust some unit of equipment. A Coast Guard inspector recently injured was awarded damages to be paid by the owner because a crew member failed to close off a hatch through which the CG man fell.

Another interesting angle on injuries found by the steamship company studies lies in the fact that the old saying "Familiarity breeds contempt" seems to have been proven true. About 54 per cent of the injuries were sustained by the older and more experienced men, while those who had been going to sea the shortest period and under 20 years old suffered the lowest rate of injuries. The older man becomes careless, takes chances and scorns safety measures since he thinks that because nothing has ever happened to him, nothing ever will.

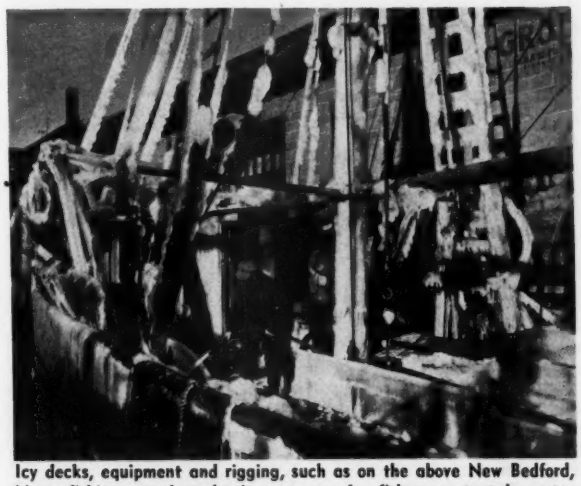
Falls Most Common

Fishing craft are nearly always wet, from sea water, melting ice, slime from fish, gurry cuttings from bait and fish. In the Winter, add dangerous slippery, icy decks, equipment and rigging. Just as it has been determined ashore that falls right at home are the most numerous accidents, so at sea falls constitute probably the largest per cent of injuries to crew members. Any fall can prove dangerous, but especially so if some unfriendly, cold, hard piece of equipment such as a winch or a cleat is under you when you land.

Wet rubber is darned slippery, and if a wet rubber boot comes down on an oil puddle a fall is guaranteed. Fishing vessel decks look nice in natural wood with the seams showing, but they are slippery. Let's be practical, and safe, by painting our decks with a non-slip paint or covering them with a slip-proof composition. The cost of a slippery deck paint and the cost of the slip-proof paint having small abrasive materials mixed into it amount to nearly the same, but the non-skid material is cheapest in the end. A broken leg costs many times the few dimes paid for non-slip paint.

Anti-slip deck compositions that form a thicker layer than paint on the decks are worthy of consideration. These non-slip compositions are applied to deck or floor by brush, spraying, or by trowel, and they stick tight to the surface if properly put on. Most are ready for use within a few hours after being put on. They will not crack or crumble and some have a cold-setting plastic base which will not burn, except in a hot flame.

They have the ability to withstand friction, abrasion and wear, the tiny pieces of material which make the surface non-slip being firmly imbedded in the composition so they don't tear out. You can drag gear over this composition. The composition remains pliable in hot and cold weather and keeps things cooler below deck. There is no odor to affect the fish and nothing to contaminate fish.



Icy decks, equipment and rigging, such as on the above New Bedford, Mass. fishing vessel, make it necessary for fishermen to take extra care during the Winter to avoid injury from falls.

Ladders and Stairways

Slipping on ladders and stairways is a frequent cause of injury. When the vessel is reeling in a rough sea it is not land-lubberly to grab a hand rail; it's sense. But too many won't do it. There are safety ladder treads and step treads which have a non-slip surface to prevent accidents, and more should be used. If it pays to put them in buildings ashore where the floor is motionless, how much more necessary they are in a ship where the deck is jumping out from under your feet every few minutes!

Speaking of ladders, did you ever get a "scare" when coming down a ladder to suddenly feel "what-you-thought-was-the-ladder-step" go out from under your foot and you were stepping on nothing at all? We have, and you probably have, too. This danger can exist when some object projects from under the sloping ladder between the rungs, and you step on it instead of the rung. Nothing should be allowed to project through a ladder or lean against it where one could get thrown off.

Likewise the deck at the foot of ladders or stairways should be kept clear so no one can step on anything there. It is often impossible to see such things before you turn an ankle on them, or get thrown and injured. This is especially true when coming down from daylight above into a dark space below, as your eyes aren't accustomed to the change before your foot hits the obstruction. When making repairs, stowing ice, supplies, etc., keep wrenches, tongs, hammers, tool boxes, etc., away from the foot of ladders and off the steps and treads.

Falls have occurred when someone stepped down a hatch onto a ladder that wasn't there. It had been taken away a few minutes earlier and not replaced, and no one had been told about it. Don't hurriedly drop down a hatch opening without feeling or looking to see if there is a ladder under you.

Obstructions in Walking Spaces

Obstructions in walking spaces cause many accidents. Did you ever step on a rope, and find how it can roll under your foot? Fish forks, chunks of ice, a bucket, a knife, or a fish are fine things in their place, but not in places where you walk. On some boats the slogan "A place for everything, but nothing in its place" seems to be popular. Many shore plants have a "Safety Man"; why not have one on every boat?

Don't leave doors open without hooking them back. The motion of the vessel may cause the unhooked door to slam shut and woe unto anyone who happens to be

(Continued on page 36)

Interstate Fishery Cooperation is Effective

By Albert M. Day

THE history of fishery regulation in the United States has shown that the uncoordinated piecemeal approach by individual States has largely been a dismal failure. The lack of respect for county, State, or National boundaries shown by the individual species that make up the fishery resource is the main reason for that failure. The shrimp resources of the Gulf of Mexico are common to all of the Gulf States; so is the menhaden resource. These same resources in the Gulf are contiguous to the resources in the South Atlantic Ocean. Shad and striped bass range along a big stretch of the Atlantic Coast—so with other species. Some States have attempted to regulate the fisheries in one manner, some in another, some not at all.

Albert M. Day, director, U. S. Fish & Wildlife Service.

The late William H. Loutit, for many years chairman of the Michigan Conservation Commission, once said in criticism of the manner in which fishery conservation regulations were handled by most States, "The fish have at last found that politics is a damn poor diet." His implication was that conservation regulations enacted by State legislators with little or no factual knowledge of the fisheries themselves, but on the basis of the representation of political pressure groups, were largely unsatisfactory. Such regulations were merely a "stab in the dark" often designed to meet some crisis in a particular fishery that had occurred some time previously.

The need for research as a foundation for fishery conservation was recognized by the Congress of the United States in 1871 when it established the position of Commissioner of Fisheries and gave him the responsibility of determining "whether any and what dimunition in the number of food fishes of the coasts and lakes of the United States has taken place; and if so, to what causes the same is due, and also whether any and what . . . measures should be adopted in the premises. . . ." It was many years before the Federal Government geared itself into the real job intended by Congress. A whole new science had to be developed to meet the need; personnel had to be trained. Even after the new science had been developed to a degree that it knew what it was doing and some competent men were available to engage in that science, funds to support adequate researches were lacking.

Good fishery research programs are expensive. Appropriations, whether by the United States Congress or State legislatures, are difficult to obtain. By pooling funds, facilities, personnel, and other resources under cooperative arrangements bigger and more adequate research programs can be conducted than by proceeding independently and unilaterally.

One by one many of the States saw that they needed scientific research staffs, and they came into being. This research alone did not solve the problem of fishery conservation in the States. Federal research agencies and the State investigators often have supplied the "when" and "how" of fishery regulation within the limitations of their perennially inadequate funds. The slow machinery of obtaining legislation and the modifying influence on that legislation of pressure groups and personal expediency frequently resulted in the enactment of a "too little" and "too late" makeshift that was of little use in meeting the conservation problem.

Fortunately for fishery conservation today, many of the State legislators in their wisdom have cast aside the device of fishery regulation exclusively by legislative enactment. These legislators have vested regulatory authority in the fishery administrative officials or commissions of their States. These men or bodies can apply regulations in accordance with the evidence and exactly when they become necessary. If experience shows that a particular regulation can be relaxed or needs to be strengthened, no time need be lost. Discretionary control vested in the States' officials is but one step in attaining the goal of good fishery management.

Uniform Fishery Regulations

The desirability of uniform regulations for the same species of fish in the States that share the same resource in a particular ocean, lake, or river system has been advocated and recognized in many parts of the United States. One of the great fisheries where such uniform regulations have been needed for the last 50 years or more is located in the Great Lakes. Federal and State fishery research agencies frequently have pooled their talents and made recommendations for such uniform regulations. On some lakes uniformity has been partially achieved, but not in a very satisfactory manner. The State whose regulations were the most liberal—which permitted the capture of the smallest fish, use of the smallest size nets, and gave the fish the poorest chance for survival and growth to maturity—became the standard to which all of the regulations of the neighboring States tended to conform.

Fish do not conform to State boundaries, or to Federal boundaries for that matter. Fishermen insofar as they must engage in interstate commerce to market their product are handicapped by State "boundaries" in the form of different regulations for the same species in adjacent States. Such lack of uniformity for the same species in the waters in adjacent States is the root of another evil.

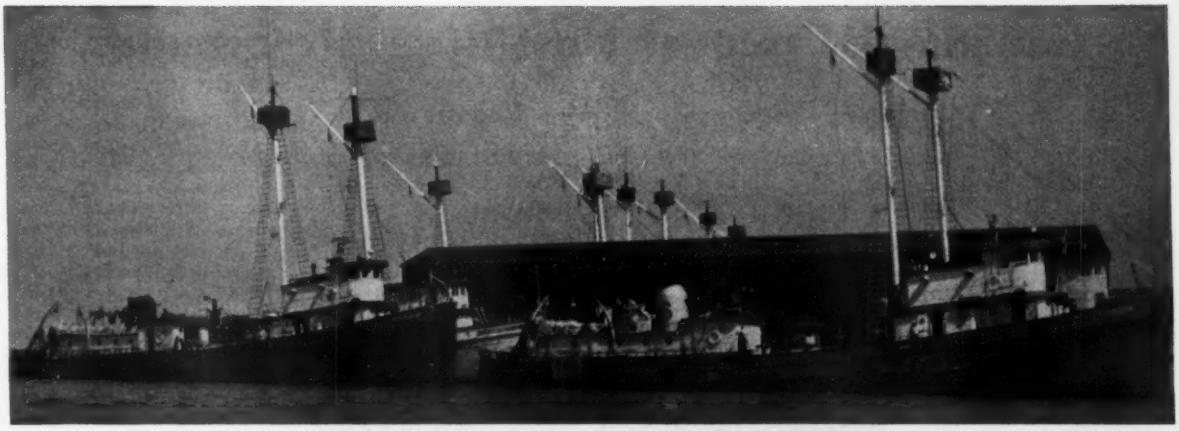
For example, Toledo as a marketing and distribution center for freshwater fish receives wall-eyed pike from various States where the minimum size limit prescribed by regulation varies anywhere from 13 to 15½". The fishermen whose State laws force them to return to the water all wall-eyed pike less than 15½" long are at an economic disadvantage in the same market with the fishermen who may retain 13" fish of that species. At the same time, since the Toledo market can legally receive wall-eyed pike as small as 13", it becomes an outlet for fish taken illegally in States whose minimum size limit is greater than 13".

Because the voluntary adoption by two or more States of uniform fishery regulations based on scientific evidence has not been fruitful, the device of interstate cooperation was suggested by the Council of State Governments some 13 years ago.

In 1942, an interstate compact, providing for the formation of the Atlantic States Marine Fisheries Commission was approved. This group has demonstrated that States can work together and develop recommendations based on investigations and advice obtained from State research agencies and from Federal agencies. These recommendations are carried back by the individual members of the Commission to the States and are pushed through into regulation. One hundred percent success has not been achieved, but there has been significant progress.

The Pacific Marine Fisheries Commission, organized in 1947, has made considerable progress and reached agreement on many fishery issues of common concern. Creation in 1949 new Gulf States Marine Fisheries Commission, dedicated to the investigation, conservation, and development of the fisheries of the Gulf of Mexico, is encouraging and another link in the chain of interstate fisheries cooperation.

As the work of these interstate commissions proves fruitful, vesting them with additional authority, possibly some degree of regulatory functioning, eventually might



Five of the menhaden vessels owned by Fish Products Co. moored at their Lewes, Delaware dock, with masts of six others in the background.

Radar Increases Earnings of Delaware Menhaden Boats

NINE menhaden boats in the fleet owned by Fish Products Co., Lewes, Del., are now equipped with Model CR-103 small RCA radar units. One of the latest ships to be furnished with this equipment was the 136' x 22½' steel vessel *Shrewsbury*, Capt. Leslie M. Spriggs of Reedville, Va. Power for this vessel is provided by an 800 hp. Enterprise Diesel.

Commenting on the new RCA radar units, Capt. Spriggs observed that the vessels with this equipment are the most profitable in the Fish Products Co. fleet. He pointed out that the crews save much time and thus increase their earnings by getting out to the fishing grounds and back to the processing plant in record time, regardless of darkness or foul weather.

"I can make a quick and accurate check of my purse boats' positions," he said, "in all kinds of weather . . . direct vessels heading into the catch to steer a course away from the seine net . . . locate fog-shrouded shorelines . . . detect approaching storms . . . and in general operate with much greater safety, speed and economy."

Other 136' steel boats in the Fish Products fleet which have been equipped with RCA radar include the *Little Gull*, Capt. Ira F. Swift; *Absecon*, Capt. J. P. Dize; *Brandywine*, Capt. Hudnall H. Haynie; *East Hampton*, Capt. R. B. Shelton; *Rehoboth*, Capt. E. Vincent Haynie; and *Indian River*, Capt. Manuel B. Haynie. All of these vessels have 800 hp. Enterprise Diesels.

Two wooden boats in the Fish Products' fleet that have been equipped with RCA radar are the 136' x 21½' *Little Joe*, Capt. Willie C. Brown; and the *McKeever Bros.*, a 129' x 23' ship that is commanded by Capt. Fred Haynie. The *Little Joe's* power is furnished by a 985 hp. Cooper-Bessemer Diesel, while the *McKeever Bros.* has an 800 hp. Enterprise.

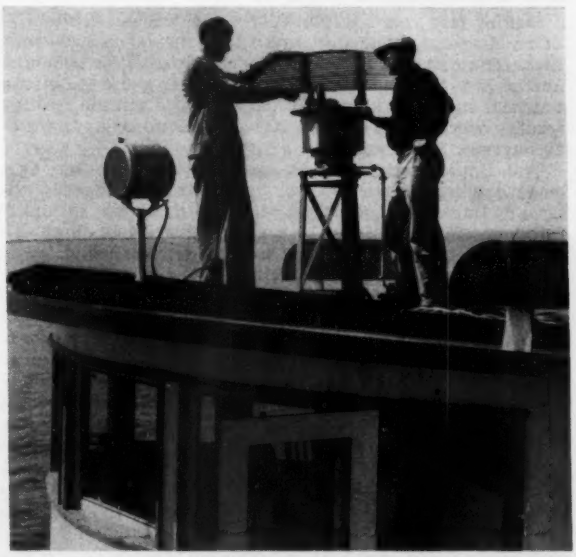
The *Helen Euphane*, Capt. Adron Davis, and the *Thomas C. McNeal*, Capt. G. Maxwell Hudgins, two 130' x 21½' wooden vessels in the fleet, do not as yet have radar equipment. A 740 hp. Cooper-Bessemer Diesel powers the *Helen Euphane*, and a 650 hp. Busch-Sulzer engine is in the *Thomas C. McNeal*.

The Fish Products vessels which have the new radar equipment are among the largest of their type on the Eastern seaboard, having a capacity of more than 200 tons of fish. They have a maximum speed of 13 knots, and carry a crew of 21.

In addition to RCA radar, the boats are equipped with Radiomarine Model ET-8012-D, 75-watt radiotelephones, as are all the vessels in the Fish Products Co. fleet. Otis Smith is president of the firm.

The radar installations were made by Charles W. Rogers of Manasquan and Wildwood, N. J., who handles installation, maintenance and repair of Radiomarine equipment on the Jersey coast. Rogers' service depots are equipped with radiotelephones, so that his crew can meet fishing vessels on docking, instead of several hours or days later.

A further example of the ultra-modernism of Fish Products' operations is their use of aircraft to locate the menhaden schools. The survey plane, also radio-equipped, signals the fleet whenever fertile fishing grounds are located, thus saving time and money.



Charles W. Rogers of Manasquan and Wildwood, N. J., left, dealer for Radiomarine products, briefs Capt. Leslie M. Spriggs on the operation of RCA radar, recently installed on Spriggs' menhaden vessel "Shrewsbury". The 136' steel craft is owned by Fish Products Co. of Lewes, Del.

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be desirable. Some of our International commissions were originally investigative and advisory but later acquired regulatory authority when they had established the need for such authority and had proved their competence.

The Atlantic States Marine Fisheries Commission, after several years of investigative and advisory action, has now acquired, in a limited way, some regulatory authority toward amendment of the original interstate compact. Under a law recently passed two or more of the States having membership on the Commission may designate it as a regulatory body with powers to control certain fisheries and fishing operations.

Canadians Discover New Rosefish Grounds

Fisheries Research Board Also Reports on Successful Drift Netting for Herring and Studies of Lobsters

NEW rosefish grounds uncovered by biologists of the Newfoundland Biological Station, St. John's, Nfld., during their 1950 investigations increases by 600 nautical miles the known range in which these fish can be caught in sufficient numbers to make commercial fishing profitable.

Dr. Wilfred Templeman, Station director, told the annual meeting of the Fisheries Research Board of Canada in Ottawa early this month that rosefish were possibly the most plentiful fish in the North Atlantic. Excellent catches were made by the Board's exploratory vessel *Investigator II* with a small otter trawl, and the Station director pointed out that much larger catches could be taken with the bigger nets of commercial trawlers.

Research vessel "Harengus" used by Fisheries Research Board of Canada in drift net herring fishing experiments.

A good deal of the *Investigator's* efforts were directed toward deep water between 100 and 200 fathoms extending from the northern part of the Grand Bank northward for over 1,000 miles to the latitude of Cape Chidley at the northern extremity of Labrador. Catches of rosefish per hour's drag ranged from 3,000 pounds to 20,000 pounds.

Fish of Large Size

Good stocks of rosefish were found at the Flemish Cap Bank and in most areas fished from the north-eastern edge of the Grand Bank to near Hamilton Inlet Bank. These northern rosefish are much larger than those to the south of the bank and the big catches were of large fish of excellent commercial size.

Before last year's explorations, the known availability of rosefish extended only to latitude 44 degrees, 30 minutes. The commercial range for this fish is now extended northward to 55 degrees, 31 minutes, more than 600 nautical miles and over 11 degrees of Latitude. A few rosefish were found in deep water as far north as Latitude 60 degrees, 30 minutes.

The Board's explorations have uncovered some very large catches of rosefish on the southwest edge of the Grand Bank, especially at depths of about 80 or 85 fathoms. These rosefish were, however, too small for present day commercial use in Newfoundland but are as large as those used in the United States.

It was noted that fish caught in the northern limits of the rosefish grounds were taken from a greater depth than those farther south. On the southern part of the Grand Bank, it was sometimes possible to catch large quantities of rosefish in 80 or 90 fathoms. In Hermitage Bay, on the south coast of Newfoundland, fish were caught in quantity at 140 fathoms. On the northeast edge of the Grand Bank and Flemish Cap the favored depths are from 150 to 190 fathoms. Off Labrador the fishing depth for best catches was as much as 200 fathoms. The catches taken at depths less than these were considerably smaller.

Herring a Major Unused Resource

Dr. A. W. H. Needler, director of the Atlantic Biological Station at St. Andrews, N. B., stated that improved fishing methods could bring about catches at new places and times by fishermen. The Station has experimented with types of gear new to Maritime fisheries, including longlining with power, Danish seining, flounder dragging, gill-netting groundfish, and drift-netting herring.

The fishery resource of the Atlantic is only partially used, according to Dr. Needler, and exploration for unexploited stocks of fish forms an important part of the Station's work. "Herring stocks of Canada's Atlantic Coast are not intensively fished and constitute one of the major unused fishery resources of these waters," he said.

Further trials on herring fishing with the two-boat, mid-water Larsen trawl have been deferred until well-matched boats become available. However, exploratory drift netting for herring during 1950 gave excellent results in the Gulf of St. Lawrence.

Dr. Needler said that catches of herring made in the Gulf sometimes exceeded 500 pounds of fish per 40-yard length of net. These catches compare very favorably with average drift-net catches in the North Sea.

The Board's research vessel, the *Harengus* carried out exploratory drift-net fishing in the Gulf of St. Lawrence and on the outer coast of Nova Scotia, while the "Eastern Explorer," was similarly employed on the west coast of Newfoundland.

Hydrographic and plankton investigations also were carried out by the staff of the St. Andrews Station during the past year, and the heaviest catches of herring were made in waters in which certain planktonic organisms were abundant. Sonic sounders show that herring form dense schools suitable for purse-seining during the late Autumn and Winter but are usually dispersed during the Summer.

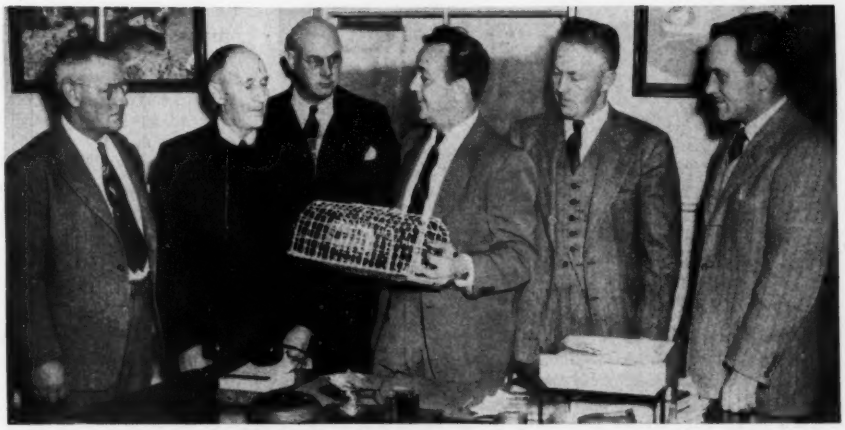
Results of Lobster Tagging

Fishing for species in high demand usually becomes very intensive and maximum yield may depend on regulations based on sound knowledge. Dr. Needler pointed to the lobster fishery as the most important example of this kind in 1950. As a result of the marking of thousands of these crustaceans, progress is being made to the stage where sound adjustment of regulations will be possible.

One of the Station's major investigations was into the lobster fishery, which contributes more than any other to the income of Maritime fishermen. Tagging has shown that their movement from place to place is very limited, so that local studies and regulations are applicable.

Investigations indicate that in many areas it would be profitable to let lobsters grow to a larger size before allowing them to be caught. Dr. Needler pointed out, however, that this was true only because the fishing is so intensive and warned that it might be carried too far.

"Too great an increase in the sizes at which lobsters are caught might be damaging by increasing the numbers of lobsters on the grounds and, through competition, increasing the natural mortality or decreasing the growth rate," he said.



Members of the fisheries advisory committee of the Maine Sea and Shore Fisheries Department shown at their semi-annual meeting held in Augusta during December. Legislative and war problems which may face the industry in the near future were discussed. Left to right are: Augustus Heanssler, Deer Isle, herring fishery; John Bardwell, Owls Head, lobster dealer; Thomas Winchenbach, Waldoboro, clam dealer; Sea and Shore Fisheries Commissioner Richard E. Reed; Capt. Frank Ross, Owls Head, dragger operator; Donald Wilson, Eastport, sardine packer. Bardwell, Winchenbach, Ross and Wilson were appointed to the committee in December.

Maine Fishermen Getting Assistance from RFC

The Reconstruction Finance Corporation opened an office in Ellsworth on December 18, bringing to three the number of offices in the coastal area caring for the needs of fishermen who suffered severe losses during the storms of recent months.

Richard S. Clark is in charge of the office in Ellsworth and will be assisted by Coastal Warden Ronald Green who has been assigned to the group by Sea and Shore Fisheries Commissioner Richard Reed.

A total of 125 loan applications had been filed at the Rockland office up to December 21 with the number expected to grow rapidly as lobstermen completed the necessary forms.

RFC officials stated that requests for loans are averaging $1,000. Loans applied for have ranged from $250 to $4,000.

Those receiving loans have been freed of interest payments for the first four months of the loan period. This step was taken to permit fishermen to manufacture their gear with the funds obtained and resume fishing before they had to make payments.

The fisheries patrol boat *Explorer* was at Vinalhaven on December 14 where she was serving as a floating office for RFC disaster loan workers. From Vinalhaven, the vessel was to go to Swans Island, Stonington, Isle au Haut, Matinicus and Criehaven.

Herring and Redfish Landings Show Gain

During the first ten months of 1950, Maine landings of all species of seafood amounted to 328,542,500 lbs., valued at $12,726,435. This was an increase of 23% in volume and a decrease of 3% in value as compared with the corresponding period in 1949. Receipts of herring during the first ten months of 1950 were 34.6 million lbs. greater than the amount which was landed in the same period the previous year; redfish landings increased almost 23 million lbs. during the same period.

Portland landings during the first ten months of 1950 totaled 58,027,500 lbs., valued at $2,334,548, compared with 43,826,950 lbs., valued at $1,446,128 during the same period in 1949.

The new fishing boat "Sandra P." recently placed in service by R. B. & C. G. Stevens of Jonesport, Me. She is powered by a Chrysler Royal 140 hp. engine with 34 x 24 propeller, which gives her a speed of 15 knots. Other equipment includes a 50-watt Ray-Jefferson radio telephone. The boat has accommodations for 6 men.

"Breeze" Has Record Stock

The crew of the General Seafoods trawler *Breeze* caught a Christmas present on the banks to the eastward and landed it in Rockland Christmas Day.

The eight-man crew and Capt. Ronald Whiffen shared $10,531 for a 200,000-pound trip. The share going to the crew, after costs of the trip and boat shares were taken out, amounted to a figure in excess of $500 per man.

The trip paid the highest figure of the year, although it was not the largest in poundage. The voyage was started on December 13.

Would Limit Boothbay Clam Digging

The 95th Maine Legislature will be petitioned to enact laws to regulate the digging of clams, clamworms, sandworms and bloodworms in the limits of Boothbay.

In the discussion of the proposed petition, it was brought out that neighboring towns have legislation to protect their flats from out-of-town diggers, and that Boothbay diggers need similar protection.

"Florence and Lucy" Hits Ledges and Sinks

The 90' steel Portland fishing dragger *Florence and Lucy* sank January 2 after smashing into the ledges on the eastern end of Matinicus Rock.

About 30 minutes before the dragger went to the bottom of Penobscot Bay, Capt. John Nattesdad and the 6-man crew decided to abandon the craft. The first dory they launched was smashed by the heavy seas. Then the second craft capsized, but the men managed to retrieve it.

In the morning, after being adrift for 16 hours, they found themselves only 600' off Matinicus Rock Light Station. Coast Guardsmen at the light spotted the men in the dory and the cutter *Snohomish* sped to the scene and rescued them.

Sardines Sent to Grocers Assn. Officials

Maine sardines received a promotional boost at the annual convention of the National Association of Retail Grocers held in New Orleans, January 9th through 11th.

A pre-convention gift package of six cans of fancy Maine sardines was sent to the presidents and secretaries of all State and metropolitan retail grocers associations throughout the country to acquaint them with the quality of the Maine product. The token package, which went to the homes of several hundred of the association officials, was prepared by the Maine Development Commission and the Dept. of Sea and Shore Fisheries, with the cooperation of the Maine Grocers Association.

The Maine delegation to the grocers convention planned to make sardines their number one selling point at the gathering.

Florida Shrimp Fishermen Making Big Hauls

Shrimp have returned to the Halifax River in off-season droves and Daytona Beach's five docks are averaging catches of 2,000 lbs. a day.

The shrimp were at their best in December, both in size and number, but this month they will start burrowing into the mud or making for the warmer ocean water, where they will stay until some time in May.

An all-time record was established at Fort Myers Beach when 15 trawlers unloaded a total of 57,300 lbs. of deheaded shrimp in a recent week. These receipts, as compared with the previous week's catch of 21,100 lbs. from seven vessels, showed a considerable increase per trawler.

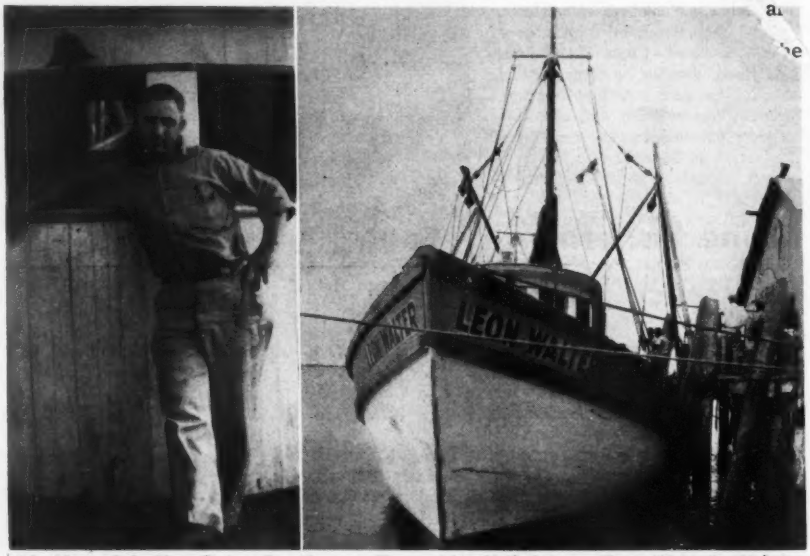
Arriving crews agreed that the shrimping during the week was "terrific". Several reported taking over 2,000 lbs. in a single night. Most of the week's take came from waters about five hours north of Tortugas and 8 hours south of Fort Myers Beach. This spot was known to produce shrimp last Winter, but since it has a rather rough bottom, it was hard to fish with flat net rig. The balloon net has solved the problem of fishing this type of bottom.

A new trawler this year is the *St. George*. She is owned by the St. George Seafood Co., of which Aubry Messina is a part owner. The trawler is skippered by Capt. O. B. Barnes with Nick Fazio and Walter Kinlaw as crew members. She was built by the Diesel Engine Sales Co., of St. Augustine, and is 50' long and powered with a Caterpillar Diesel.

W. Bailey, president of the newly organized freezer firm, announced recently. Bailey is manager of the plant.

Anthony J. Robida, for many years associated with the Fish Producers Exchange, is vice-president and treasurer of Jacksonville Freezers, and Paul Cox of Daytona Beach is secretary. They will operate a freezing and processing plant for cold storage of sea foods and other food products.

Florida Fish Distributors, Inc., of which Robida is president and Bailey vice-president, will operate a wholesale fish business from the building.



John Vona of the Vona Shrimp Co., Mayport, Fla., and his 64.6' shrimper "Leon Walter", which has a capacity of 28 tons. She has a D13000 Caterpillar Diesel which drives a 42 x 32 propeller.

Study of Gulf Stream May Aid Fishermen

Secrets of the Gulf Stream—its course, salinity, density and erratic movements—may become common knowledge if attempts of the Cuban Government are successful. They have assigned a former gunboat, the *Yara*, with the latest and most modern equipment, to probe the secrets of the Gulf Stream.

The work will take the vessel from Miami to Nassau and along the Florida straits and Caribbean islets to the north shore of Cuba. The scientific end of the expedition is being carried out under the direction of Dr. Luis H. Revero, oceanographer for the Cuban Navy.

Already the crew of the *Yara*, assisted by men of the University of Miami Marine Laboratory, has made several "casts" of instruments off the Florida coast. Dr. Revero believes new discoveries will materially help fishing, both commercial and sports.

At the same time the Gulf Stream is being studied, specimens of plankton will be collected for analysis at the Marine Laboratory of the University of Miami.

Kingfish Again Being Caught

Indications that the kingfish are running again in the Gulf came recently from two sources—a commercial fisherman who had caught more than 500 lbs. in two days, and a sports fishing party.

Mickey Brown, the commercial fisherman, landed 212 lbs. of kings while trolling 12 miles off Knapp's Point on Sanibel. This followed a catch totaling 310 lbs. the day before in the same vicinity.

Buy Cold Storage Plant

Jacksonville Freezers, Inc., has bought out the cold storage division of the Armour & Co. plant at Jacksonville, B.

North Carolina Protests Proposed Closing of Raccoon Key Area

The Institute of Fisheries Research, the State Board of Conservation and Development and fishermen have filed protests with Col. R. C. Brown, Corps of Army Engineers, Wilmington, in regard to the Marine Corps request that the Raccoon Key Island area be closed to navigation.

The protests inform the Army Engineers Corps that the area is a valuable oystering ground. To close it would mean closing also the strait between Raccoon Key Island and the marsh, making boats heading for the Neuse River from the southeast seek another passage.

Two years ago 20,000 bushels of oyster shells were planted around Raccoon Key, and the area now is a good source of income. It is estimated that closing the waters would affect 50 to 150 boats and 15 shucking houses.

New Oyster Cannery Opens

Rolling off the assembly line at the Carroll Crockett oyster canning factory, Beaufort, are "Double Eagle" brand canned oyster meats. Production began last month and boats from all over the country are bringing the shellfish to the new factory.

State Has One Additional Menhaden Plant

Ten menhaden factories are expected to be in operation in North Carolina within the next year as compared with nine last year. A new company, Southport Fisheries, Inc., has been organized and construction was started early this Fall on its plant just west of Fort Caswell near Southport.

Scallops More Plentiful

C. D. Kirkpatrick, law enforcement officer for the Commercial Fisheries Division, has announced that scallops may be taken on Monday, Wednesday and Friday until May 1. Scallops are a little more plentiful now than they have been in many years.

Gulf Research Boat Continues Study of Brown Shrimp

The Fish and Wildlife Service exploratory vessel *Oregon*, based at Pascagoula, Miss., completed its fifth cruise on December 15.

A series of shrimp trawl drags were made in the Gulf of Mexico at depths from 9 to 238 fathoms on a course generally in a southeasterly direction from Aransas Pass, Texas. Also shrimp trawl drags with different types of nets were made at various depths between Longitude 93° and 96° West.

Brown grooved shrimp were caught at night in drags to a depth of 65 fathoms. Maximum catches were made at approximately 20 fathoms where commercial trawlers were operating. Soft mud bottom encountered over most of the area covered on this cruise caused frequent damage to the gear, although rough seas were also a contributing factor.

Attempts to compare the performance of different styles of shrimp trawls were not conclusive. Trawls of the Florida balloon type were comparatively inefficient on soft mud.

Surface and bottom temperatures were quite irregular. At depths from 20 to 40 fathoms, temperatures at the bottom were generally slightly higher than at the surface.

Numerous very small schools of mullet were observed near the surface at distances as great as 50 miles offshore.

Alabama Oyster Production Increases

Landings of oysters in Alabama during November amounted to 1,021,350 lbs., and accounted for 50 percent of the seafood receipts during the month. The increase in oyster production during November was 426,500 lbs. above the landings for October, 1950. However, shrimp production for November showed a decrease of 12,600 lbs., or 3 percent, compared with the previous month.

During November, increased landings were registered for grouper, mullet, and red snapper, while the catch of crabs and other seasonal species showed a decline.

Total landings of fishery products at Alabama ports during the month amounted to 2,050,500 lbs. This was an increase of 610,000 lbs., or 42 percent, compared with the previous month.

The percentage of the annual shrimp catch landed in the various months, as derived from a five-year average covering the years 1941-45, is as follows: January, 1.3; February, .8; March, .6; April, .1; May, .7; June, 3.8; July, 2.0; August, 24.0; September, 20.5; October, 17.4; November, 20.0; and December, 8.8.

Two Men Rescued From Swamped Shrimper

The 54' shrimper *Angela* was undergoing repairs in a Bayou la Batre shipyard last month after she was salvaged from Gulf waters 40 miles southeast of the mouth of Mobile Bay.

The vessel, with two men aboard, became swamped in a rough sea while shrimping 12 miles off Sand Island Light. W. P. Johnson of Miami, Fla., skipper of a shrimper at work a short distance from the *Angela*, rescued the two crewmen.

Steve Marinovich's 50' shrimper "Victory" of Biloxi, Miss. Skippered by Capt. Willard A. Newman, the vessel is powered by an 80 hp. Lathrop Diesel which turns a Columbian propeller. She is painted with Pettit paint, and has Linen Thread Co. Gold Medal nets.

The "Tee James", 42' fishing boat owned by George L. Dufrene of Lafitte, La. She has a 165 hp. General Motors Diesel which swings a 34 x 18 propeller through a 2:1 reduction gear, and a Stroudsburg winch.

Restrictions Put on Oyster Shell Removal

The Mobile County Board of Revenue passed a resolution last month forbidding the hauling of more oyster shells from Cedar Point at the south tip of the County without formal board approval.

In the resolution requiring formal board approval for any Cedar Point shell removal, it was stipulated that any conflicting motions previously adopted by the board should be considered as repealed.

Suffocates in Fire on Boat

A commercial fisherman suffocated last month in a fire which extensively damaged the crew's quarters of the 75' Mobile fishing boat *Baby Ann*, docked in the Industrial Canal. Officials of Star Fish & Oyster Co., owners of the boat, identified the victim as Lester Lowe of Mobile. The blaze apparently got its start from a cigarette.

Three companies of firemen battled the blaze in the combination engine room and quarters. A quick search of the quarters was made while the fire was still at its height, but gas-masked firemen could not see more than a foot into the white smoke of the cotton-fed flames.

Louisiana Area Shrimp Yield Up

According to statistics of the Fish & Wildlife Service, shrimp production in the Morgan City, Berwick and Patterson area for the first ten months of 1950 is ahead of last year. Through October the catch of shrimp (not for canning) amounted to 21,191 barrels, and for the same period in 1949, it was 16,764 barrels.

"Ocean City" Overhauled

The Berwick marine branch of Boyce-Harvey Machinery, Inc., recently did a complete overhaul job on the *Ocean City*, owned by the Morgan City Packing Co. A. J. Olwell is the new general manager of Boyce-Harvey, and Guy Landry is now shop foreman.

Odd Shrimp Caught

One of the strangest looking shrimp any of the Berwick fishermen ever have seen was brought in to Deep South Seafoods, Inc. recently. It had a green head, pink body and brown legs, and also had a horn on its tail. The shrimp measured about 3" in length.

Mississippi Oysters Stay Fresh for 14 Days

Tony Roberts of Biloxi reports that a cluster of eight oysters attached to a piece of creosote lumber which he picked up along Back Bay near Gulf Hills on December 13, was still fresh December 26. Roberts believes that this is somewhat of a record, as oysters usually last only up to seven days after being removed from the water.

Great Lakes Fishermen Make Good Herring Catches

Lake herring were so plentiful at the peak of the recent spawning run in the Keweenaw Bay, Mich., and Bayfield, Wis. areas of Lake Superior that commercial fishermen sold the smaller fish for 5c a pound in 100-lb. lots.

In the Green Bay area herring yields were good this season. Although the small fish brought only 3 to 5c a pound, the jumbos brought 7 to 10c on Southern and Eastern markets

Menominee, Mich. commercial fish tugs have been bringing in from 14,000 to 30,000 lbs. of herring daily from Green Bay waters.

Catches of 3,000 lbs. of herring daily were landed by the *Annabelle*, a fish tug owned by Allen Jensen of the Coffey Fish Co., Manistique, Mich. The herring were delivered to W. J. Rogers Fish Co., Escanaba, Mich.

Lake Superior Whitefish Yields Fair

With the reopening of the whitefish season, Lake Superior commercial fishermen got fair yields. Lake trout production from the biggest of the five Great Lakes was generally light, except in Northern Keweenaw Bay.

By December 10, most Green Bay commercial fishermen had returned to netting for whitefish. A number of the local fishing craft were drydocked for painting, repairs and overhauling. Walleye netting in this area will be resumed within the near future.

Rough fish production from the Bay during the latter part of November and early December ranged from fair to good.

Michigan Fish Production

Michigan's 1950 commercial fish catch from the waters of the Great Lakes is not expected to be as good as the average 26,000,000-pound year, the Department of Conservation reports. The total production probably will be a little under 1949 (25,534,000 lbs.). However, December's herring catch was expected to be an important factor.

Commercial fishermen in Michigan reported during September and October 1950 a production of 3,636,000 lbs., compared to 4,259,000 lbs. during the same two months in 1949. Chubs accounted for 573,000 lbs. of the total, and all but 17,000 lbs. were caught by gill nets in Lake Michigan. Herring was second with 525,000 lbs., and better than half of the fish were caught in Lake Michigan. Lake trout production amounted to 481,000 lbs., with all except 920 lbs. taken in Lake Superior.

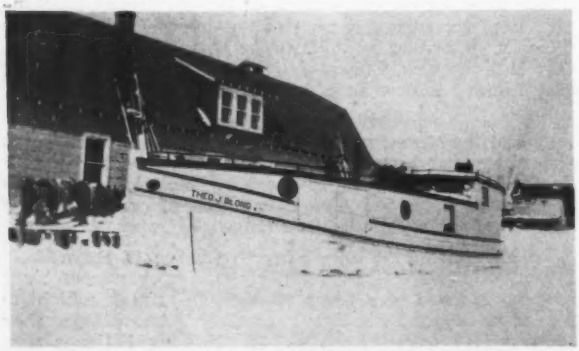
Increased fishing pressure is believed to be the main factor which has kept up the production of lake trout in Lake Superior. However, lamprey-scarred trout are appearing more often in the nets.

Seek Net-Free Trolling Areas

The Delta County, Michigan Walleye Protective Association will ask the next session of the Legislature to enact a law designating trolling areas in which no nets will be permitted. The Association believes its proposed law changes would end conflict between sports and commercial fishermen and prevent undue drain on the walleye population of Little and Big Bay de Noc.

Other provisions agreed upon at a recent meeting in Escanaba, Mich., include a limitation on the number of nets allowed per boat and a change that would make the opening dates of the sucker and walleye seasons coincide. Nets would be forbidden in the water completely in the closed season.

Trolling areas generally would extend for 1½ miles out from the shores of the bays. The areas which the Legislature will be asked to set aside are from the Escanaba city limits to the Delta-Menominee County line and a small area between Gladstone and Squaw Point on Little Bay de Noc. Big Bay de Noc areas would be north of a line drawn from Porcupine Point to Valentine Point and the Ogontz Bay waters north of a line from Indian Point to Big River. The desire is to make the trolling area free of nets from the season opening through August 31.



The "Theo. J. Blong", 40' fishing tug owned by Rudolph Kalliainen of Chassell, Mich., and powered by a 36 hp. Kohlenberg Diesel.

"Doughboy, Jr." Changes Hands

The fishing tug *Doughboy, Jr.* has been purchased from Buck Garrette of Waukegan, Ill. by Fred Land and Emil Vetter, who operate a commercial fishing business from Fairport, Mich. The boat is a 36', all-steel craft, built by the Marinette Marine Corp., Marinette, Wis.

Fisheries Science Course Broadened

The University of Michigan, Ann Arbor, Mich., has recently established the School of Natural Resources, which replaces the former School of Forestry and Conservation with its three departments. While these departments are being continued in the School of Natural Resources, two new departments have been added—namely, Fisheries and Conservation.

This recent reorganization increases the importance of fisheries science at the University and broadens the academic training available in this field. The new Department of Fisheries will center its teaching and research about the improvement of fish production in inland waters.

Wisconsin Size Limits and Closed Seasons

A new order, covering commercial fishing operations in outlying waters of Lake Superior, Lake Michigan and Green Bay, was recently adopted by the Wisconsin Conservation Department. Regarding closed seasons and legal size limits of fish, the new regulations include:

Lake trout, legal size 17", closed season Oct. 1-Nov. 15 on Lake Superior, elsewhere Oct. 10-Nov. 10; whitefish, legal size 17", closed season Oct. 1-Nov. 15 on Lake Superior, elsewhere Nov. 1-Dec. 10; chubs, legal size none, closed season Nov. 1-Nov. 30 on Lake Michigan and Northern Green Bay, elsewhere no closed season; herring, legal size none, no closed season; yellow perch, legal size 8", closed season Apr. 15-June 1 on Lake Superior, elsewhere Apr. 10-May 15.

Suckers, legal size 14", no closed season on Lake Superior, elsewhere Apr. 10-May 19; pike (walleye, sauger), legal size 15", closed season Oct. 1-June 30; pickerel, legal size 22", no closed season on Lake Michigan, Green Bay Apr. 10-May 19; sturgeon, all waters, all year; buffalofish, legal size 18", no closed season, all waters; catfish, legal size none, no closed season, all waters; smelt, sheepshead and carp, no legal size limit, no closed season, all waters; all others, legal size 8", no closed season, all waters.

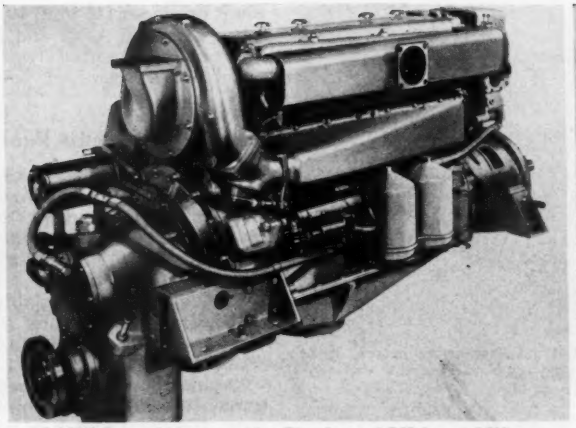
New Patrol Boat for Lake Superior

The Wisconsin Conservation Department has purchased a second patrol boat for its commercial fisheries law enforcement program on Lake Superior and Lake Michigan outlying waters. The new craft will ply out of Bayfield, Wis., and Warden Ben Waskow will skipper her.

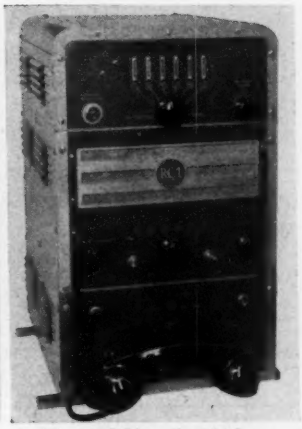
Buys New Fishing Tug

Ewig Brothers Fish Co. of Sheboygan, Wis., who operate on Lake Michigan, have purchased a new all-steel 50' fishing tug. Named the *Ewig II*, the vessel is powered with a 90 hp. Kahlenberg Diesel, and replaces the wooden commercial fish tug *Ewig*.

Submarine Signal Fathometer Cadet.



"6-110" General Motors marine Diesel, rated 240 hp. at 1600 rpm.



30-watt RCA radio telephone.

Reviewing the Boat Show for Fishermen

WITH 231 individual exhibits filling four floors of Grand Central Palace in New York City, the 41st National Motor Boat Show took place January 12-20. It was held under the auspices of the National Association of Engine & Boat Manufacturers. Virtually every type of product used aboard boats was on display, from standard items of equipment to the latest nautical gadgets. Many manufacturers announced additions to their lines or offered improvements that will insure better performance. Following are brief descriptions of some of the exhibits that were of special interest to commercial fishing boat owners.

Submarine Signal Fathometer for Small Boats

The Submarine Signal Division of Raytheon Manufacturing Co. announced an addition to its line of "Fathometer" depth sounders. The new model is a miniature, red-light indicating type of echo depth sounder, called the "Fathometer Cadet". Small, compact and light in weight, it incorporates all the important features of the larger models.

Designed specifically for small fishing craft, the system consists of an indicator unit, a single transducer which both transmits and receives the sounding signals, and a vibrator power supply, available for input voltages of 6, 12, 32, or 110 volts D. C.

With a range of 1 to 160', the "Fathometer Cadet" makes 900 soundings per minute. This unusually high rate of soundings makes it ideal for fishermen in locating schools of fish or even for finding individual tuna. The instrument is particularly useful for shallow water navigation and as a guide for entering or leaving strange harbors.

Detroit Diesel Presents New, Larger Engine

A new, larger General Motors 2-cycle marine Diesel engine, the "6-110", was the principal feature of the display of the Detroit Diesel Engine Division. It is a 6-cylinder engine, with 5" bore and 5.6" stroke.

The 6-110 has unit injectors, which do away with a centralized high-pressure fuel pump and high pressure fuel distribution system. It is blower scavenged, but the 6-110 blower is of the centrifugal type mounted above the flywheel making possible a high degree of streamlining. Like the Series 71 engines, the 6-110 engine is very compact and has a low weight-to-horsepower ratio.

The rated bhp. of the 6-110 for work boats, at 1600 rpm., is 240. Shaft horsepower for the same speed is 10 hp. less. The most conservative rating given for the engine in "continuous heavy duty" operation for work boats is 175 shaft hp. at 1450 rpm.

Like the "71" engines, the General Motors 6-110 is equipped with hydraulically-operated "finger tip control" marine reverse and reduction gears. It can be installed with keel cooling or with heat exchanger and raw water pump.

Moffitt Shows Goodrich Cutless Bearings

Lucian Q. Moffitt, Inc., national distributors for Cutless rubber bearings manufactured by B. F. Goodrich Co., showed bearings used by various types of boats.

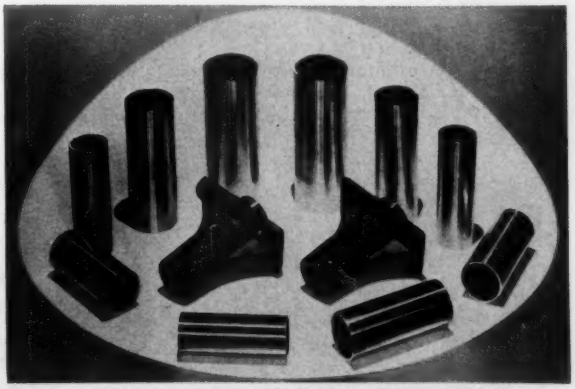
Cutless rubber bearings are made with Ameripol oil-resistant rubber, developed in the Goodrich laboratories after many years of research. Ameripol rubber has been established as a superior bearing material not only for its oil resistant qualities, but because it resists heat and wear more successfully.

Lubricated by water, the soft rubber of the Cutless bearings allows abrasives in the water to be harmlessly washed away.

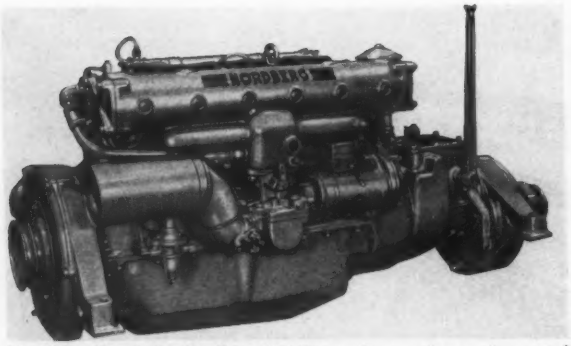
Radiomarine Offers Electronic Equipment

Equipment shown by Radiomarine Corp. of America included their Model CR-103 small radar, which was introduced last year. Operating on a wavelength of 3.2 centimeters, and with a 30 kw. transmitter, it has the power and sensitivity to pick up objects at any distance from 75 yards to 20 miles.

Radiomarine also featured its small-craft radio equipment, including the compact Model ET-8044 5-watt radiotelephone. This unit combines, in a weather-resistant aluminum cabinet, a 4-channel, crystal-controlled radio-



Two stern castings complete with Goodrich Cutless rubber bearings surrounded by standard tubular Cutless bearings.



Manifold side of the Nordberg Knight gasoline marine engine, rated 145 hp. at 3200 rpm.

telephone for communication in the 2100 to 2800 kilocycle band and a high-fidelity superheterodyne receiver for the standard 540 to 1600 kilocycle broadcast band.

Another Radiomarine product shown was the Model AR-8711 radio direction finder. Designed for use aboard small craft where space is at a premium, the unit weighs only 14 lbs. and is combined with a 3-band receiver.

A versatile, compact, 30-watt radiotelephone for medium sized vessels also was displayed. Known as the Model ET-8037, it combines in a single cabinet a 4-tube, crystal controlled transmitter and an 8-tube receiver with an integral power unit and built-in speaker. It has 6 channels and can be equipped with a remote control unit and an automatic ringing device. Also included is a newly designed squelch control, which is an automatic noise-silencing circuit, rendering the receiver quiet during standby periods.

Radiomarine also showed its 75-watt, 10-channel Model ET-8012 radiotelephone for larger commercial craft. Inclusion of the new, "Vodas" circuit in this set makes unnecessary the old, "press-to-talk" microphone. The sound waves of the operator's voice automatically put the carrier on the air.

Onan Offers New Variable-Speed Generator

Headlining the Onan exhibit was the new Onan 32-volt marine generator and control package specially designed for crowded engine rooms where it is not practical to install a complete engine-driven generating plant.

The new 2000-watt generator, with its wall-mount control, charges 32-volt, 16-cell lead batteries regardless of variations in driven speed within the range of 1000 and 3000 rpm. The generator starts charging at approximately 900 rpm. and delivers its full 50-ampere output at about 1100 rpm. It is of two-bearing, shunt-wound type, designed for either belt-drive or flexible coupling. Dimensions are 18¾" long, 11½" high, and 11½" wide.

Encased in a welded sheet metal cabinet, the generator control has automatic voltage regulator which serves also as current limitor, reverse current relay, D. C. ammeter, replaceable cartridge fuse, ventilating louvers and ventilated resistor box.

Among other Onan marine plants exhibited was the Onan Model 5MGO, a 5000-watt electric plant which is powered by a water-cooled, 4-cylinder marine engine. The plant produces 115-volt, 60-cycle, alternating current, with other standard A. C. and D. C. voltages available. Three point shock-mounted over a large drip-pan, the 5MGO is exceptionally compact, being 41¾" long, 20¼" wide and 27½" high.

Nordberg Presents Four New Gasoline Engines

Four new models of Nordberg gasoline marine engines were introduced by Nordberg Mfg. Co. They are the Bluefin, 230 cu. in. displ., 80 hp. at 2500 rpm.; Arrow, 230 cu. in. displ., 95 hp. at 3200 rpm.; Marlin, 320 cu. in. displ., 110 hp. at 2500 rpm.; and Knight, 340 cu. in. displ., 145 hp. at 3200 rpm.

The engines are available for direct drive or for reduction gear drive in ratios of 1.88 and 2.44, and the Arrow, Marlin and Knight also are offered with reduction gear ratios of 3.32 and 4.12 to 1.

Engine lubricated planetary-type reverse gear and internal helical gear-and-pinion type reduction gears are used, and front clutch power take-off or flywheel sheaves are available. The Sta-Nu-Tral clutch is designed as an integral part of the Nordberg gasoline engine.

The six-cylinder heavy duty marine, "L" head type block is cast of nickel iron with seven main bearings. The exhaust manifold is full length water jacketed with the high end vented to avoid retention of air. Exhaust valve seats are cooled by jets of water tempered by flow through the exhaust manifold. Even distribution of fuel and smooth operation at extremely low speeds results from preheating fuel in the manifold which is surrounded by a separate hot water jacket.

A gear driven generator and the starting motor are fully enclosed and engine lubricated. The generator cuts in at 450 rpm. engine speed so that batteries are charged even while the engine is idling.

The exhibit also featured the 335-480 hp. at 500-720 rpm. supercharged Nordberg marine Diesel engine in operating condition, and the new one- and two-cylinder Nordberg Diesel generator units with capacities of from 6 to 20 kw.

Danforth Features "Hi-Tensile" Anchor

Danforth light-weight "Hi-Tensile" anchors were on display at the Boat Show, where a folder giving full details was distributed.

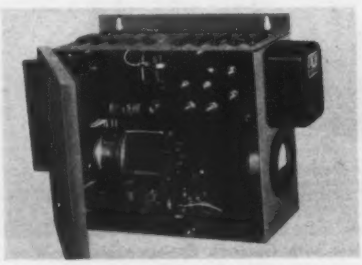
By using tremendously strong, special alloys throughout, a great saving in weight of the "Hi-Tensile" anchor was obtained without a reduction in either overall dimensions or in holding power. Pound for pound, the Danforth "Hi-Tensile" model was proved to have a holding power of nearly twice that of the well known Danforth "Standard" model.

On the basis of tests made by independent engineers in San Francisco Bay, it was found that the average per-pound cost of holding power for various anchor types was as follows: stockless, 22 to 24c; yachtsman's kedge, 10c; kedge, 5 to 8c; Danforth "Hi-Tensile", ¾ to 1c.

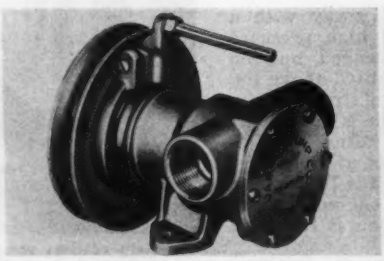
Jabsco Introduces New Pumps

Jabsco Pump Co. exhibited a new high speed footless pump, in the ⅜" size with neoprene impeller, for direct replacement of flangemounted gear pumps. The new pump, Model 2274, is designed to operate up to as high as 3600 rpm.

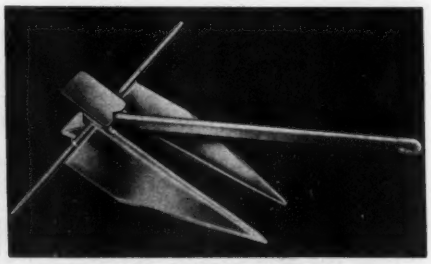
The impeller of the pump may be replaced by merely



Wall-mount control for the Onan generator.



Model 2300 Jabsco pump and clutch unit.



New Danforth "Hi-Tensile" anchor.

removing the end cover. An extra long oil-fed precision bearing supports the shaft and a mechanical seal is used.

Jabsco also showed a newly-designed, compact fingertip control pump and clutch unit, Model No. 2300. The unit is particularly suitable for bilge pumping and other installations where a clutch-operated unit is desired.

This model consists of a 1" self priming pump with built-in friction cone type clutch with sheave for V-belt operation, and delivers 39 gpm. against a 20' head. Overall length is less than 6½", and the 5" diameter cast iron pulley will accommodate either A or B belt. The unit can be operated by remote control through cable or electric solenoid.

International Nickel Has Poster-Type Display

International Nickel Co. had a completely new, poster-style display. The exhibit emphasized the theme, "For the Life of Your Boat—Seagoin' Monel". Basic items of propeller shafting, fuel and water tanks, galley equipment, and fastenings were shown.

Featured in photographs was the world's fastest boat, "Slo-Mo-Shun IV", which flashed through its 160 mph. record run, and took the Gold Cup and Harmsworth Trophies to Seattle, while using Monel propeller and rudder shafting, and exhaust stacks, and deck fastenings of other high nickel alloys especially recommended for critical stress points.

Company engineers advised visitors on such subjects as how to avoid galvanic corrosion between dissimilar metals; concentration cell corrosion; why filleted keyways in propeller shafting provide greater strength; and use of welded corrosion-resistant materials for fuel tanks.

Bludworth Combination Depth Indicator, Recorder

The initial showing of a new combination depth indicator and recorder was made by Bludworth Marine. The instrument combines the benefits of both depth indication and recording and is designed specifically for the use of fishermen.

Bludworth also showed for the first time, a three frequency band direction finder that includes a self-contained loud speaker, an electronic tuning eye and the Bludworth "Nuldikator". All these features make taking a bearing, in any kind of weather, much easier and more accurate.

Bludworth's extensive line of small craft direction finders and echo depth sounders were displayed.

Gulf Oil Distributes Harbors Books

The Gulf Oil Corp. exhibit featured Gulf's Cruiseguide service, presenting complete harbor information through the medium of Gulf's series of Harbors books. Published in sectional form, these books cover the Harbors of Long Island Sound, Harbors of New England, Harbors of the Middle Atlantic States, Harbors on Inland Waters, and Harbors of the South.

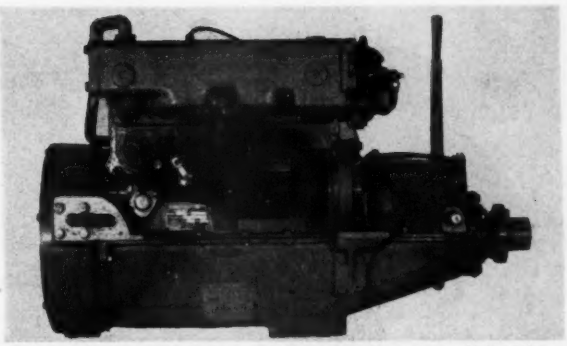
The exhibit also highlighted Gulf's line of specialized lubricants and Gulf Marine Gasoline for the marine trade.

Pettit Introduces New Anti-Fouling Paint

Tropicop, a new bright red, anti-fouling copper bottom paint, ready mixed for use without special solvents, thinners, or undercoats, was announced by Pettit Paint Co. After exhaustive comparative 4-year tests in all parts of the country, including heavy fouling southern waters, it was found that Tropicop offers absolute protection against barnacles, grass, worms and all forms of parasites. Tropicop brushes out easily and dries quickly, resulting in a smooth, semi-hard finish that wears away during the season. It sands easily, ready for the next season's coat with a minimum of work, and will not check or crack.

Alvar-Spar varnish, also recently introduced by Pettit after intensive research, has been especially developed to resist the damaging ultra-violet rays of the sun. It features a pale, clear finish that brushes on easily and is self-leveling.

A new marine specialty, Pettit Marine Glue, also is now being offered by Pettit. It is a liquid which never gets hard or brittle, remains elastic and is easy to apply. It is recommended for double planking and batten seam construction.



The new Lathrop LH-Master gasoline marine engine, which delivers 70 hp. at 2500 rpm.

Lathrop Augments Line with Two New Engines

One of two new power plants being highlighted in 1951 by the 53-year-old Lathrop Engine Co. is the LH-Master, a pact four-cylinder, four-cycle engine which has an overall length of only 38¼". It delivers 70 hp. at 2500 rpm. with a 214 cubic-inch displacement, making it well-suited for fishing boats where space is at a premium. The bore is 4" and the stroke 4½".

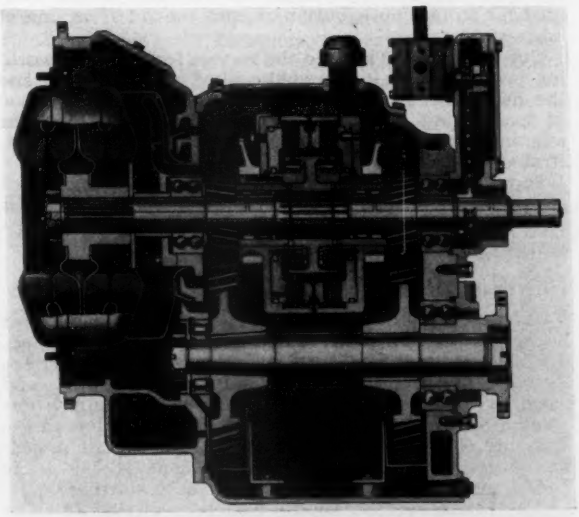
The newest-type Zenith carburetor, 6-volt electrical system, and raw-water cooling system are standard equipment. Sen-Dure fresh-water cooling mounted on the engine also is available.

The other addition to the line of Lathrop gasoline and Diesel engines is the new D-100 Diesel. This engine, first announced about a year ago, is now in actual production. It is a six-cylinder, four-cycle marine engine rated 100 hp. (continuous duty) at 1,000 rpm. This power plant weighs 4100 lbs., has 5½" bore, 7" stroke and a displacement of 998 cubic inches. Included as standard equipment are generator with regulator and a special auxiliary drive with V pulley for additional generator or pump.

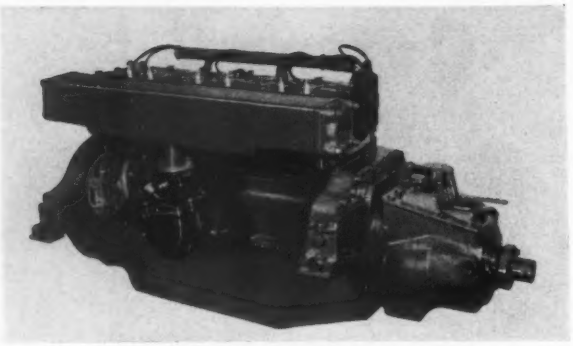
Twin Disc Hydraulic Coupling Gear

The new line of marine gears incorporating hydraulic couplings as an integral part of the drive were displayed for the first time by Twin Disc Clutch Co. Successfully proven in fishing boats, the new coupling drives achieve smooth, positive, noise-free drive with medium to high speed engines.

As an added exclusive Twin Disc feature, the hydraulic coupling can be provided with a manually controlled valve to provide a trolling or "lazy" speed drive. This feature eliminates the old problem of fouled-up engines and run-down batteries from prolonged operation at reduced



Twin Disc MGH-220 hydraulic coupling marine gear.



Universal Super-Six, 145 hp. Express Model.

speeds. Adjustment of this valve converts the coupling from complete-fill to variable-fill, permitting variation from the average normal 3 per cent slip to as much as 60 per cent, which gives an overall reduction ratio of up to 2.5 times the normal fixed reduction ratio.

The hydraulic coupling gears take up small space—only 25" in the 220 hp. size. The new gears are available also without the hydraulic feature. Working as a straight reverse and reduction gear, and with rubber block drive, the 175 hp. size measures only 20".

Other Twin Disc products which are available for boats include power take-offs; straight reduction gears in 65 to 340 hp. capacities; and torque converters which provide variable control of line pull on winches by merely varying the engine throttle setting, and automatically compensate for sudden changes in line tension.

Sperry Offers Magnetic Compass Pilot

The exhibit of Sperry Gyroscope Co. featured two wheelhouse facsimiles: one displayed a magnetic compass pilot "00" power unit equipment; the other showed the magnetic compass pilot and hydraulic ram equipment. Both of these instruments may be operated through 360°. In addition, the firm showed a loran equipment utilizing two signal generators to provide two station signals for the effective demonstration of this equipment.

Snow-Nabstedt Exhibits Marine Gears

Snow-Nabstedt Gear Corp. showed many of its hydraulic and manually-operated marine gears, ranging from 4 to 2500 hp. The exhibit included gears developed for high speed air-cooled and water-cooled engines and standard gears for work boat engines developing up to 550 hp. at 1200 rpm. The larger marine gears are air operated for simple push button remote control from one or more stations.

Cut-open models showed the service features and working principles, the non-metallic lined cone clutches, and the herringbone reduction gears. The simplified method of exchanging reduction gears without disturbing the alignment between engine and reverse gears was demonstrated.

Snow-Nabstedt also displayed hydraulic gears which have been developed to meet the trend for light remote controls. These gears will replace the present manually-operated gears in the same range.

Universal Displays New Super-Six

Universal Motor Co. featured its recently announced Super-Six marine engine which is offered in two models, the 130 hp. Stevedore for fishing boats and the 145 hp. Express. Designed to provide maximum compactness and power with smooth operation at all speeds, the new engines are available with popular reduction drive ratios. They are offered with either manual or hydraulic fingertip reversing gear. Piston displacement is 340 cubic inches, and 12-volt ignition provides easy starting.

Universal is building special models in several different sizes with Twin Disc clutch and power take-off mounted on the forward end for commercial fishing boat use. This equipment is available on the 110 hp. Sea Lion Six, 90 hp. Cruiser Six, Super-Six, 60 hp. Blue Jacket Six, 50 hp. Super-Four, and 45 hp. Blue Jacket Flexifour models.

For commercial fishing boats that are operated long hours at low trolling speeds and require a higher battery charging rate than normal, Universal is furnishing a number of models with an auxiliary battery charging generator that is belt driven off a forward end pulley. A convenient switch is provided to cut in or cut out this generator, with which a charging rate as high as 25 amperes is possible.

Also featured were Universal marine generator sets which include 300-watt, 6-volt; 600-watt, 12-volt; 750, 1200 and 1800-watt, 32-volt, 1-cylinder water cooled battery chargers. Larger 2-cylinder, 4-cylinder, and 6-cylinder gasoline models range from 2500 watts up to 25 kw. The Diesel generator sets range from 2 to 36 kw. in 1, 2, 3, and 6-cylinder types.

Surrette Exhibits Complete Battery Line

Surrette Storage Battery Co., Inc. showed its complete line of marine storage batteries, marine DC shore converters, and marine DC charge retainers.

A special feature was a display of numerous cut-a-ways of the different models and types of Surrette batteries.

Socony Features Cruising Guides

Socony-Vacuum Oil Company's exhibit included its Cruising Guides, which have been revised and are printed on waterproof paper.

Other products on display included Mobiloil Marine, Mobilgrease Outboard, and Mobilube GX-90 outboard gear oil in a 2-lb. spout can. Shipmate Marine Fenders, both the rubber Admiral and the light cork Captain line, together with the Shipmate Gunwale Guard, was shown. As a service feature, the Socony-Vacuum crankcase draining pump was exhibited.

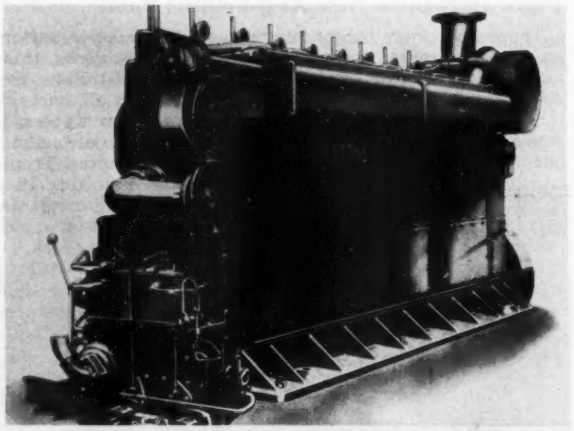
Lister-Blackstone Shows Supercharged Engine

The main feature of the Lister-Blackstone exhibit was an eight-cylinder supercharged engine, Model EVSMGR8, which develops 480 hp. at 600 rpm. Hydraulically operated reduction and reverse gears are incorporated in the gear housing.

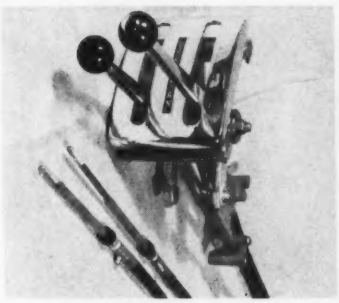
This engine has an open type combustion chamber and accordingly increased efficiency is added with reduced fuel consumption. Easy accessibility assures speedy overhaul. It has a bore of 8¾" and stroke of 11½".

Lister-Blackstone showed various lower horsepower auxiliary units, including an 18 hp. engine coupled to a 10 kw. generator, a 40 cu. ft. per minute capacity air compressor, and a 90 gpm. positive displacement bilge pump.

The firm also introduced a new line of air-cooled Diesel

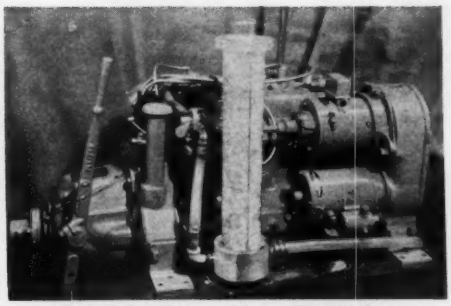


Model EVSMGR8, 8-cylinder Lister-Blackstone supercharged Diesel, rated 480 hp. at 600 rpm.



New Columbian Bronze engine controls.

12-watt Hudson American Corsair II.



Typical Installation of Aqua-Clear feeder.

engines, which are particularly suitable for use in a standby auxiliary air compressor unit. They are available in two sizes—Model A.S.1, developing 8 hp. at 1200 rpm.; and Model A.S.2, developing 20 hp. at 1800 rpm. Both models have bore and stroke dimensions of 4¼" x 4¼", and are supplied with S.A.E. #4 bell housing.

Lister-Blackstone's range of propulsion and auxiliary marine Diesels runs from 8 hp. to 480 hp. The 8 hp. to 63 hp. range has a speed of 1200 rpm., while the 90 hp. to 480 hp., two to eight cylinder engines operate at 600 rpm. The four, six and eight cylinder engines, in the higher horsepower range now are also available as supercharged models.

Columbian Bronze Has New Engine Controls

Two new engine controls were featured in the Columbian Bronze Corp. exhibit. One was a single lever hydraulic clutch and throttle system, and the other an interlocked mechanical clutch and throttle control. Both have an unusual and valuable feature—they prevent reverse gear operation except at idle engine speed.

All Columbian motor boat propeller styles as well as several larger propellers for working vessels, were on display. Research by Columbian during the past year, has been devoted in large measure to the development of propeller bronzes of superior strength and corrosion resistance.

The complete line of Columbian accessories, such as bearings, stuffing boxes, and rudders, was represented at the Show, and improved centrifugal pumps were included.

Hudson American Shows Entire Radio Line

Hudson American Corp. displayed its entire line of marine radio telephones, as well as the new Hudson American M-10 antenna. Radio telephones featured included the 10-watt, two-channel Privateer, which is ideal for communication between the small boats and mothership of a fishing fleet.

Hudson American's 12-watt Corsair II radio telephone has been improved by the addition of a new broadcast band, in addition to its regular four available channels. The company displayed its 35-watt Seafarer II radio telephone, which has an extremely powerful range for its size. It has five channels.

Other telephones shown included the Viking I and II, rated at 50 and 100 watts respectively. These are long range, high-frequency six-channel telephones.

The 80-watt Master Mariner, which is designed for offshore fishing boats and other craft which require a radio telephone that can provide continuous service twenty-four hours a day, was exhibited. Communication is maintained with six channels.

Sudbury Displays Aqua-Clear Feeder

Sudbury Laboratory exhibited its Aqua-Clear Feeder which prevents rust and corrosion in the water jacket and manifold of a marine engine.

The feeder is a lucite cylinder, fitted with strainer, baffle plate, and connections for easy installation. It is filled with Aqua-Clear crystals which are dissolved slowly as the water passes through them. In solution, Aqua-Clear is carried into the cooling system where it forms a microscopically thin transparent film on all metal surfaces. This protective film keeps water from touching metal and effectively prevents rust formation.

The protective film is so thin that it has no measurable effect on cooling action, yet it prevents clogging and coating with rust which interfere with cooling efficiency. The feeder also serves as a filter to prevent interference or damage from foreign matter entering the cooling system.

Advanced Marine Demonstrates Penetrating Oil

Life penetrating oil and Life crankcase additive were displayed by Advanced Marine Products Corp. The two additives were given tests on a novel demonstrating machine which showed their anti-friction characteristics.

When added in small quantities to the lubricating oil in the crankcase of Diesel and gasoline engines, Life penetrating oil makes lubricating oils do a better job, keeps engines continuously clean, and by cutting down internal friction allows engines to last longer, work better and operate with lower maintenance costs. Wearing and scoring of bearings, pistons, rings, gears and other moving parts under heavy loads are greatly reduced. When mixed with regular lubricating oils, Life penetrates into the bearing surface pores and forms a tough friction and heat resistant film.

White Emphasizes SurEcho Depth Sounder

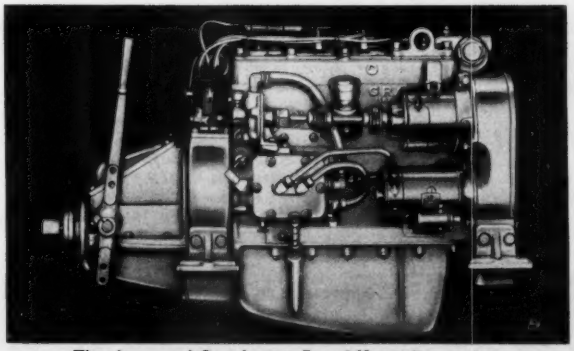
This year Wilfrid O. White & Sons, Inc. placed special emphasis upon their new 60-fathom depth sounder, the SurEcho. Also shown were Corsair compasses for small boats, and a wide variety of the Constellation series of spherical compasses with the Gimbal ring inside.

Gray Offers Diesel and Gasoline Lines

Out of a total of 32 models cataloged by Gray Marine Motor Co., 14 are gasoline engines designed for heavy boats such as used in commercial fishing. These include the "Lugger Series" for 8 to 12 mile vessels, and the higher speed "Express Series" for faster boats. Both styles come equipped with Thermogard, Gray's automatic temperature control. Piston displacements of the gasoline engines range from 69 to 427, and power from 16 to 150.

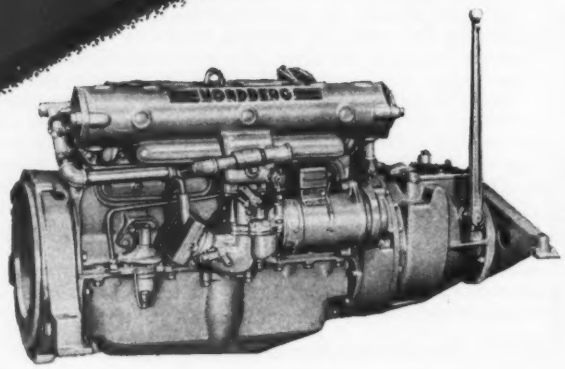
The three Graymarine Diesels include two "fours" of 157 and 260 cu. in. piston displacement, and a 572 cu. in.

(*Continued on page 30*)



The slow-speed Gray Lugger Four-162 gasoline engine.

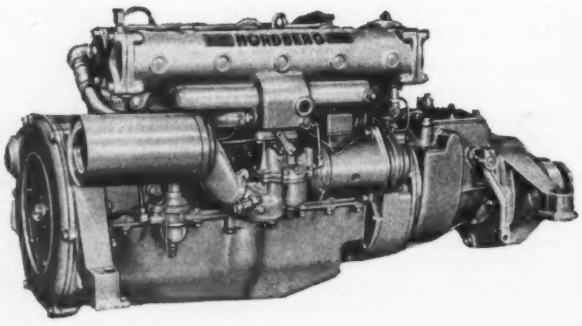
NORDBERG presents 4 NEW AND IMPROVED Gasoline Marine Engine Models



80 horsepower

• 80 CONTINUOUS, *USABLE* HORSEPOWER at 2500 rpm; Six Cylinders; 230 cu. in. Displacement; 3 7/16" Bore x 4 1/8" Stroke; Available in direct drive or with 1.88 and 2.44:1 Reduction Gears.

This model offers new low cost power for smaller fish boats, yet without sacrificing quality of construction or rugged, dependable performance.



95 horsepower

• 95 CONTINUOUS, *USABLE* HORSEPOWER at 3200 rpm; Six Cylinders; 320 cu. in. Displacement; 3 7/16" Bore x 4 1/8" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

Here is a compact, fully equipped fish boat engine that will deliver 95 continuous horsepower day in, day out. Offers all of the features listed below . . . a real combination of versatile power at low operating cost.

Look over these IMPORTANT FEATURES:

☆ ***SEVEN* MAIN BEARING CRANKSHAFTS** . . . with Tocco-hardened journals in all models—assures long life, low maintenance.

☆ ***NEW* WATER PUMP*** . . . built to stand the gaff of the toughest marine service—gearless, single shaft design, easily repaired at low cost.

☆ ***WATER-PROOF* IGNITION SYSTEM*** . . . spark plugs and wiring protected against moisture for faster starting—no stalling in foul weather.

☆ ***GEAR-DRIVEN* GENERATOR** . . . charges battery at engine speed, even while trolling—no belts or belt guards.

☆ ***ALL-METAL* MARINE FUEL PUMP** . . . for greater safety—no glass bowl to crack.

☆ ***JET-COOLED* EXHAUST VALVE SEATS** . . . design provides efficient water jet cooling of all exhaust valve seats—prolongs valve life and reduces maintenance.

☆ ***FULLY APPROVED* AIR INTAKE*** . . . specially designed marine air intake silencer and flame arrestor approved by B.M.I.N.—assures maximum safety.

☆ ***BUILT-IN* AUXILIARY DRIVE** . . . 4-inch V-pulley drive is gear driven, engine lubricated—for extra pump, generator or compressor. (Optional on all models).

☆ ***THREE* TYPES OF FRONT END POWER** . . . your choice of 1-groove or 2-groove pulley, or Twin Disc clutch power take-off. (Optional on all model).

☆ ***STA-NU-TRAL* CLUTCH ON ALL MODELS** . . . only Nordberg gives you this exclusive feature as standard equipment—stops propeller *dead* in the water, prevents torn nets and fouled wheels . . . improves maneuverability and safety . . . increases life of clutch parts.

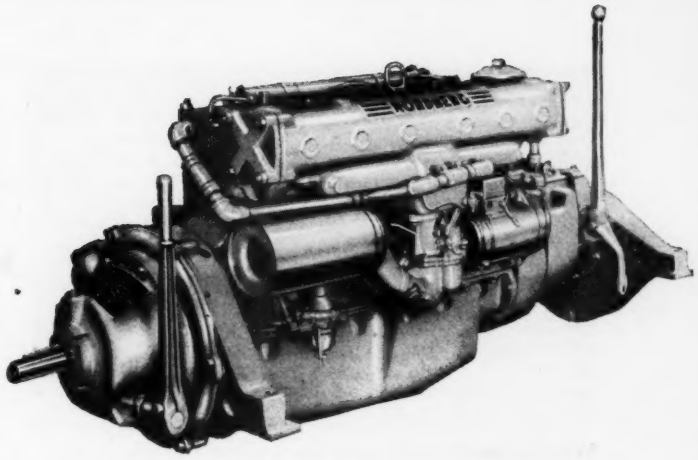
**Optional extra equipment on BLUEFIN series—Standard equipment on all other models.*

World Premiere! 1951 National Motor Boat Show—Space "K"—Grand Central Palace, New York—Jan. 12-20

110 horsepower

• 110 CONTINUOUS, *USABLE* HORSEPOWER at 2500 rpm; Six Cylinders; 320 cu. in. Displacement; 4" Bore x 4¼" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

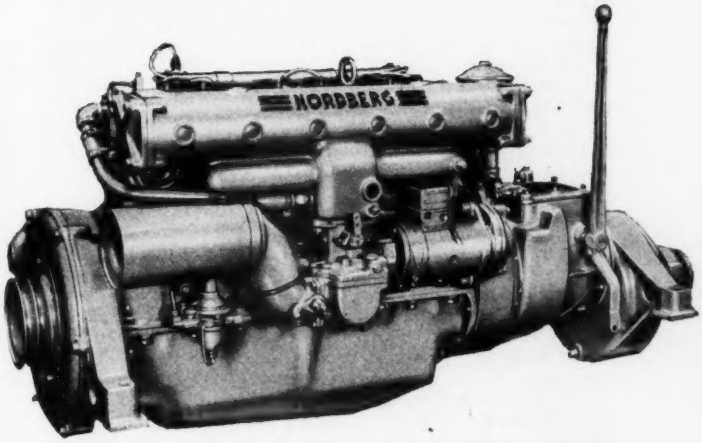
This husky model is a natural for powering many classes of single screw fishing craft, as well as in pairs for twin screw hulls. Incorporates the best features of the former Nordberg "320" model plus all the new 1951 features.



145 horsepower

• 145 CONTINUOUS, *USABLE* HORSEPOWER at 3200 rpm; Six Cylinders; 340 cu. in. Displacement; 4" Bore x 4½" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

Here is the 1951 leader of the famous Nordberg Gasoline Marine Engine line. Developing a full 145 horsepower, this super heavy-duty model is the logical choice of fishermen who want the best in power and performance . . . without paying a premium in operating expense.



These four new and improved Nordberg Gasoline Marine Engine Models have been developed as a result of the experience gained from the hundreds of Nordberg marine installations made since this heavy duty engine line was introduced in 1947. Using the three former Nordberg engine units as a basic design, these four 1951 models incorporate *all* the time-tested and proved engineering features of their predecessors, *plus* many new improved design features that make them the finest gasoline marine engines to bear the famous NORDBERG name.

No matter which model you choose . . . the Nordberg KNIGHT—the MARLIN—the ARROW—or the BLUEFIN—you'll get economical, dependable power for all types of fishing craft within the ranges of 80 to 145 usable horsepower.

See your nearest Nordberg distributor for full details, or write for your copy of Bulletin 188 today!

Send for the new Nordberg Gasoline Marine Engine Catalog now — just off the press — ask for "BULLETIN 188".

NORDBERG MFG. CO., Milwaukee 7, Wis.

G151-2

BUSCH-SULZER
A DIVISION OF NORDBERG

NORDBERG

NORDBERG MACHINERY

DIESEL and GASOLINE ENGINES

"six". These are four-stroke cycle, rated 30, 50 and 135 hp. respectively. An improved single plunger Bosch fuel pump now is being used, as well as a new type of bearings and new specification for the crankshaft alloy.

On the higher output gasoline engines, Gray is now supplying sodium-cooled exhaust valves. The use of the improved sea water pump which Gray adopted last year has been extended to nearly all of the Gray gasoline engines. This simplified pump has a single neoprene-faced impeller turning in a bronze case.

Complete equipment for the needs of workboat operators is available on all Graymarine heavy-duty engines, including fresh water cooling system with either inboard or outboard-type heat exchanger; Twin Disc power take-off, extra 6 v. or 12 v. generator, magneto ignition, and radio shielding. Reduction gears are stocked in ratios of 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1 and 5:1.

Walter Has Keel Cooler for Larger Diesels

Shown for the first time by G. Walter Machine Co. was a 3" keel cooler suitable for the larger Diesel engines from 300 to 500 hp. with 3" circulating pumps.

Like other models, this cooler requires only one opening in the hull. Underwater assembly can be quickly removed for painting of hull without disturbing any of the inside connections. Neoprene O ring slip joints are used in all fittings for assembling tubing to fittings. This process greatly decreases installation time and eliminates costly maintenance repairs.

Other items displayed by the Company were reduction gears, transfer drives, reduction gear couplings, Clean-Flo cooling systems, marine reverse gear and propeller pullers.

Chrysler Displays Seven Models

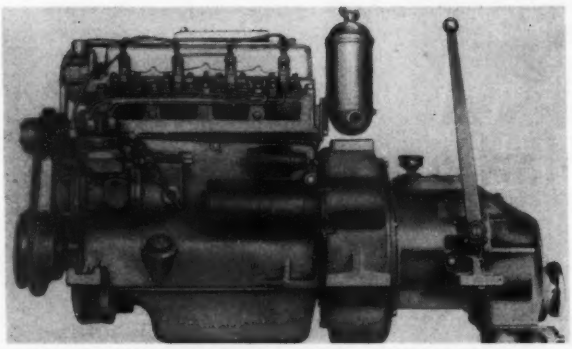
The Marine Engine Division of the Chrysler Corp. showed seven models, ranging from 87 to 165 hp. They include the Ace, 87 hp. at 2800 rpm., 92 hp. at 3200 rpm.; Crown, 104 hp. at 2800 rpm., 115 hp. at 3200 rpm.; Royal, 135 hp. at 2800 rpm., 141 hp. at 3200 rpm.; Ace Special, 105 hp. at 3600 rpm.; Crown Special, 125 hp. at 3600 rpm.; Royal Special, 165 hp. at 3600 rpm.; Majestic, 160 hp. at 3000 rpm.

All models are available in straight-drive, reduction gear or vee-drive built integral with the engine in the following ratios: 1.43, 2.04, 2.56, 3.17, 3.95 to 1; Chrysler vee-drive 1.42 and 2.05 to 1. All reduction gears can be assembled in four different positions to fit into diverse interior layout plans.

Headlining the new features are sodium cooled exhaust valves (except on the Ace), and silichrome steel intake valves, reported by Chrysler engineers to increase exhaust valve life and decrease down time. A new design of water distribution tube provides balanced cooling which delivers cooling water direct to exhaust valve ports and decreases temperature differential in the water cooling system.

A new full-flow, plate type oil cooler of increased capacity maintains lower oil temperature and dissipates bearing heat. Wear is reduced under cold starting conditions by a shorter oil warm-up period accomplished by the recirculation of preheated water and new thermostatic controls.

Chrysler hydraulic control and integral power take-off are available on all models. The control has no rods to connect and can be located anywhere.



New Red Wing model D4-30, 4-cylinder, 30 hp. marine Diesel.

Small Red Wing Diesel Has Initial Showing

Red Wing Motor Co. showed for the first time its new 4-cylinder, 4-cycle, D4-30 marine Diesel. This engine has a bore of 3-5/16" and stroke of 3¾" and develops 30 hp. at 1800 rpm.

The D4-30 Red Wing marine Diesel weighs about 825 lbs. Its equipment includes a 12-volt starting motor and generator, Joes 100% ratio reverse gear built-in, Bosch fuel injection system, and a complete fresh water cooling system with heat exchanger, expansion tank, and extra raw water pump attached to the engine. The engine is available also with 2:1 or 3:1 reduction gear and in opposite rotating twin screw pairs.

Also included in the Red Wing exhibit were the following gasoline models: Meteor, 18 hp., 4-cyl., bore 2½", stroke 3⅛"; Arrowhead Junior, 20-40 hp., 4-cyl., bore 3¼", stroke 4"; Arrowhead, 25-45 hp., 4-cyl., bore 3⅝", stroke 4½"; Hiawatha Special, 58-90 hp., 6-cyl., bore 4", stroke 4¼".

Michigan Wheel Features Hydro-Dyne Model

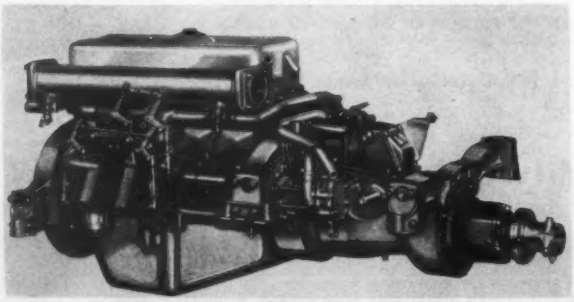
A special feature of the Michigan Wheel Co. display was the showing of its new Hydro-Dyne inboard propeller, a rugged, high speed wheel recently introduced.

Also shown were a new line of outboard racing propellers, and bronze outboard wheels fitted with the new Michigan built-in cushion hub shock absorber.

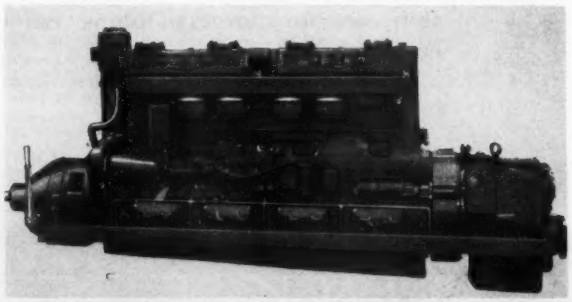
Buda Has New Diesel for Small Boats

A new marine engine shown by The Buda Co. was their 6-DTMR-468 Diesel which recently has been redesigned with new side rails, oil pan, heat exchanger and sump pump. This model has six cylinders, with 4¼" bore, 5½" stroke and with 468 cubic inch displacement, develops 110 hp. at 2000 rpm. Its compactness, low weight and lower overall height makes it easy to mount in small fishing boats. The unit is available with front clutch power take-off.

Another new product shown was the Buda universal Diesel marine utility unit. This is a combination generator set, air compressor and bilge pump and an ideal auxiliary unit for all types of boat service. The generator is a 3 kw. direct current generator. Air compressor is a two stage, 9.25 CFM at psig, 900 rpm. Bilge pump is 90 gallons per minute at 15' head, 20 gallons per minute at



Chrysler Crown Special, rated 125 hp. at 3600 rpm.



8DCMR-2505 Buda Diesel, which develops 508 hp. at 1200 rpm.

45′ head, 2700 rpm., 5′ suction lift. All these units are put together compactly.

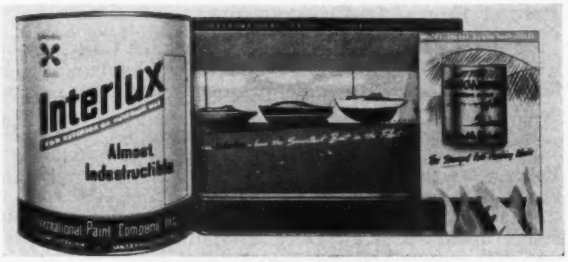
Of particular interest to fishermen was the large model 8-DCMR-2505 Diesel marine engine. This engine has 8 cylinders, 6¾" bore, 8¾" stroke, develops maximum horsepower of 508 at 1200 rpm. It is equipped with heavy duty reverse and reduction gear and provided with front clutch power take-off.

In addition to the above engine equipment The Buda Co. also exhibited the following: the 8-DAMR-844, a 215 hp. marine Diesel; 6-DCMR-1879, a 257 hp. marine Diesel; 6-BDMR-230, a 60 hp. marine Diesel; and the BDM5A, 55 kw. Diesel-electric marine generator set.

Caterpillar Shows New Diesel

Among the marine engines exhibited by Caterpillar Tractor Co. was a new-comer to the marine field, the 6-cylinder Caterpillar D337 Diesel engine, rated 170 hp. at 1600 rpm. This new addition to the Caterpillar family will provide a compact power unit but still be capable of a high horsepower output.

Also on display was Caterpillar D318 marine electric auxiliary set, a D311 all-purpose marine auxiliary package; a cutaway version of the D318 engine; and the D397 marine engine, 12 cylinders, 400 horsepower, largest of the Caterpillar engine line. All ratings are for continuous duty.



International Paint Co. exhibit.

International Paint Features Boat Models

A number of three-dimensional models of both sail and power boats beautifully carved, each painted in a different color combination, was the highlight of the International Paint Co. display. These models were mounted on an endless belt that passed before an illuminated window, giving boatmen an opportunity to select new color combinations.

The Interlux finishes on display offered a special purpose finish and finishing aid for every part of a boat. Interlux topside paints were shown in 28 colors, as well as black and white. Also shown was a wide variety of bottom paints to meet every type of service, in all geographical locations.

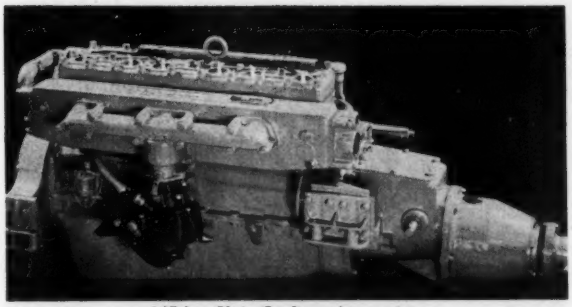
The new Interlux "Noskid" compound for use with Interlux deck paints was introduced. With it a boat owner may use any of the wide range of Interlux deck colors to change the paint of the desired color into "Noskid" deck paint for wood, steel or canvas decks.

Simplified Transducer for Bendix Recorders

Completely satisfactory operation of depth equipment by merely mounting the transducer unit in the bilge, has been announced by the Pacific Division, Bendix Aviation Corp., in connection with all models of the Bendix depth recorder.

This simplified installation eliminates the necessity of dry docking the vessel and cutting a hole through the hull. The entire installation can be completed in a matter of two hours.

It is claimed that the simplified installation wherever made in a vessel with a conventional wooden hull will produce satisfactory results with any Bendix model. These models range from 50′ to 400 fathoms. Ability of the Bendix instruments to produce these results without actual contact with the water is due to the recently perfected magnasonic transducer coupled with the extra power produced in the recording unit.



145 hp. Chris-Craft marine engine.

Chris-Craft's 1951 Marine Engine Line

Chris-Craft Corp. offers in their line of marine engines for 1951, eight power plants ranging from 60 to 160 hp. Features include centralized suspension mounts with tension rubber cushions, controlled operating temperatures, pressure lubrication and non-drip carburetors for safety precautions.

The Model B, a 4-cylinder 60 hp. engine, has a 3¼" bore, 4" stroke, 132.7 cubic inch piston displacement and at 3200 rpm., maximum power is developed. Reduction drives of 2:1 and 3:1 ratios are offered.

The Chris-Craft 95 hp. Model K unit develops maximum horsepower at 3200 rpm. This is an L-head type, 6 cylinder engine and features a seven-bearing crankshaft, oil cooler, hand-priming fuel pump and a full-length water jacket. Also included in the K series is the new KL engine developing 105 hp. at 3200 rpm. Reduction drives of 1.5:1 or 2:1 ratios and hydraulic clutch controls are optional on the K series.

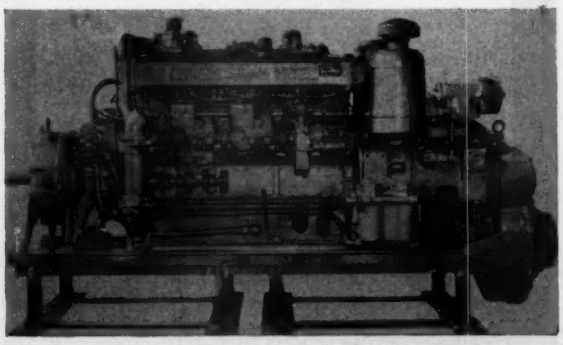
The Model M, 130 hp. Chris-Craft series are 6-cylinder engines with cubic inch displacement of 320.4, bore 4", and stroke of 4½". 130 hp. is developed at 3000 rpm. Model ML develops 145 hp. at the same rpm. Both models are offered with 1.5:1 or 2:1 reduction drives and are available with hydraulic clutch controls.

Chris-Craft offers the Model W, 160 hp. engine for heavy duty requirements. This 6-cylinder engine develops its maximum horsepower at 3000 rpm. It has a 4¼" bore, 4¾" stroke, piston displacement of 404.3 cubic inches and compression ratio of 6.40:1. The engine is available in opposite rotation with reduction drives of 1.5:1, 2:1 and 2.5:1 ratios.

Cummins Has Activated Versions of Engines

Three high-horsepower, light weight, high speed Diesel engines, including the new JS-600 Cummins Diesel, were on display in the booth of Cummins Engine Co., Inc. An activated, cutaway version of the JS-600 Cummins Diesel gave boat owners an opportunity to study the mechanical features of the new four-cycle, six-cylinder, supercharged full Diesel engine, which has a maximum rating of 150 hp. turning at 2500 rpm.

The activated, cutaway version of the NVHS-1200 Cummins Diesel also was shown. This V-type super-



The 12-cylinder, V-type, Model NVHMR-1200 Cummins Diesel, rated 264 hp. at 1800 rpm. continuous duty.

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p. Model K, 95 h.p.

Model KL, 105 h.p. Model KBL, 131 h.p.

Model M, 130 h.p. Model ML, 145 h.p.

Model MBL, 158 h.p. Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Capt. Brower

"Chris-Craft Marine Engines are tops!" writes L. W. Brower, charter fishing boat captain of Dania, Fla. "I cruised my old 31-footer, with a Chris-Craft engine, around the Great Lakes for 7 years without any motor trouble. My present fishing boat, Push-Wave II, is also powered by a Chris-Craft Marine Engine. I used it in Detroit waters for 5 years and in salt water for over 1800 hours before even removing the head, cleaning carbon and resetting valves. The engine performs like new! That's why I say they're tops!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

charged, 12-cylinder, four-cycle engine has a maximum rating of 550 hp. at 2100 rpm.

These cutaway versions were sectionalized to show the internal structure and operation of the various components, including the exclusive Cummins fuel system with the new DD "double disc" type fuel pump, supercharger and supercharger drive, and gear train. All sectionalized portions of the engines were replaced with Lucite, and the engines were internally lighted and activated.

The other Cummins Diesel in the exhibit was the NVHMR-1200, an unsupercharged marine model having a rating of 264 hp. at 1800 rpm. in continuous heavy-duty service and a maximum rating of 400 hp. at 2100 rpm. This V-type, 12-cylinder engine is equipped with a 3:1 Capitol marine reverse and reduction gear, Fawick front power take-off clutch, complete base mounting rails, Ross heat exchanger, and Marine Products sea water pump.

Esso Features Information Lounge

Providing one of the few havens amid the crowds and bustle of the show, Esso Standard Oil Co. again featured its information lounge.

Attractively decorated and comfortably furnished, the lounge was staffed with specialists in marine fuels and lubricants, who discussed specific questions and problems on boating.

Palmer Engine in Fishing Dory

An innovation in the Palmer Bros. Engine Corp. exhibit was the display of a 16' fishing dory, completely equipped with the Palmer BH engine, having forward and reverse gear.

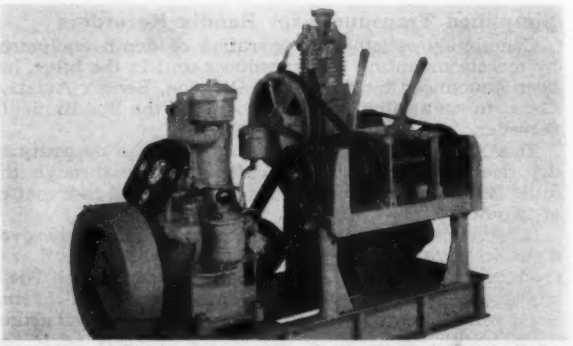
The complete line of Palmer medium duty, high speed engines, as well as a slow speed ZR-4 engine, were shown. There were the small BH, 6 hp. at 2500 rpm., the HH 10 hp. at 1600 rpm.; and the PH-120, 125 hp. at 3000 rpm. A standard PH-120 engine was shown, as well as another model upon which all extra equipment, such as power take-off, wide engine mountings, bilge pump and reduction gear, had been installed.

Bromfield Has Two Diesel Auxiliary Units

Bromfield Mfg. Co., Inc. showed its custom built, compactly designed, marine Diesel auxiliary units, including the Bromfield GM Model GMD-212B, 2-cylinder set consisting of 15 kw. DC generator, 160 gpm. bronze centrifugal pump, and two stage compressor with capacity of 20 cfm. at 300 lbs. pressure. The pump and compressor are belt driven and have individual clutch controls.

An extensive range of sizes, capacities, and accessories provide a tailor-made unit that will suit any specifications within the horsepower output of the unit. The engine sizes range from a 2-cylinder General Motors Diesel, delivering 34 hp., to a 6-cylinder model developing 165 hp. Generator capacities are from 10 to 80 kw.

Another auxiliary unit shown by Bromfield was the 8 hp. Diesel set which is powered by a one-cylinder



Bromfield auxiliary unit comprising 8 hp. Hallett Diesel, 5 kw. generator, pump and compressor.

Hallett engine and operates a 5 kw. generator, 150 gal. water pump and 11 cu. ft. air compressor. This unit is also available with a 2-cylinder, 18 hp. engine, and generator capacities range from 3 to 10 kw.

Woolsey Shows New Anti-Fouling Paints

On a one week vacation from the briny deep, "Minnie the Woolsey Mermaid" who has created many a nautical stir in her wake, once again was the star attraction of the Woolsey paint display. In full mermaid regalia, Minnie lured lovers of the sea with her native charms and instructed visitors in the latest developments in Woolsey's line of marine paints.

The Woolsey exhibit featured a full display of all types of paint, as well as the new high fashion color anti-fouling lines of vinelast and cawlux paints. Included also were Woolsey's Anti-Fouling Trade Winds; Cuprotex, the wood preservative; and Woolsey's Sail-Gard, a new sail preservative.

Kermath Gasoline and Diesel Engines Improved

Practically all 1951 engine models made by Kermath Mfg. Co. have changes designed to improve their power, efficiency and economy of maintenance.

In gasoline engines, Kermath has models from 5 hp. to 550 hp. Of special interest to fishermen is the versatile four-cylinder, 61 hp. Sea Jeep engine which has been improved and now can be furnished with magneto ignition. It is available with power take-off clutch.

In the medium duty six-cylinder group a number of changes have been incorporated to extend operating life. On the Sea Mate Special engine, a complete redesign of all accessories has been accomplished.

In the Diesel engine class, the Kermath Model 2-127 now is available for direct drive installation as well as with various reduction gear ratios.

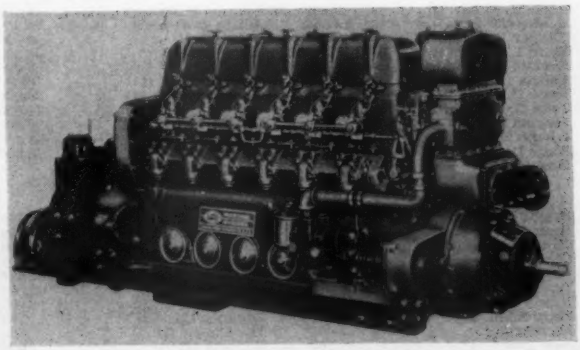
Other Diesels include the Model 6-529 which delivers 120 hp. at 1800 rpm. for continuous service, and Model 6-935, largest Diesel engine in the Kermath line, which develops 190 continuous hp. at 1600 rpm.

P&H Lightweight Diesels on Display

The Harnischfeger Corp. featured its line of P&H marine Diesels, including the Model 387-CM, a 3-cylinder engine rated 68 continuous hp. at 1400 rpm.; the 4-cylinder Model 487-CM, rated 91 continuous hp. at 1400 rpm.; and the Model 687-CM, which is a 6-cylinder engine with an output of 138 continuous hp. at 1400 rpm.

All of the engines are available as auxiliary or propulsion power, and have 4.5" bore and 5.5" stroke. They are 2-cycle, and are made of lightweight corrosion-resistant metal alloys, which result in a 30% saving in weight. All accessories are gear driven.

The engines feature the patented P&H cylinder head and liner assembly that is interchangeable as a unit in all models and removable in a period of 40 minutes without dropping the oilpan. Because of the fewer parts and simple design of Harnischfeger Diesels, a saving of time and labor is effected in all minor and major engine overhauls.



Model 687-CM, 6-cylinder, 138 hp. P&H Diesel.

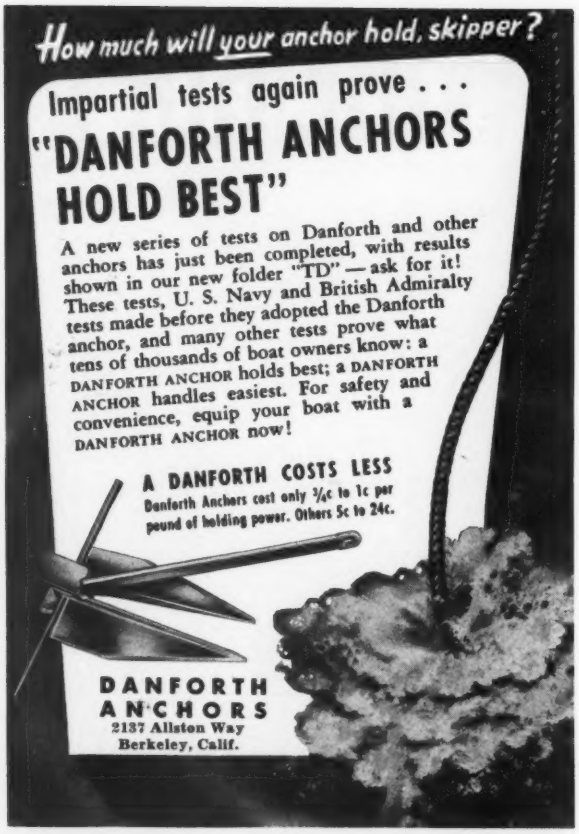
WIRE ROPE

Ashore and afloat, Roebling is the most famous name in wire rope

WHETHER FOR standing rigging, trawler lines or other marine service there's a Roebling wire rope made specifically for the job. Roebling has always been a leader in developing and producing wire rope for the fishing fleets. From making the steel to drawing and stranding the wire, every manufacturing step is scientifically controlled to assure topmost quality.

Rig with Roebling wire rope for maximum service life and long-run economy. Your Roebling Field Man will be glad to help you choose the *right* ropes for every purpose. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company, Trenton 2, New Jersey.

ROEBLING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Impartial tests again prove . . .
"DANFORTH ANCHORS HOLD BEST"
A new series of tests on Danforth and other anchors has just been completed, with results shown in our new folder "TD" — ask for it! These tests, U. S. Navy and British Admiralty tests made before they adopted the Danforth anchor, and many other tests prove what tens of thousands of boat owners know: a DANFORTH ANCHOR holds best; a DANFORTH ANCHOR handles easiest. For safety and convenience, equip your boat with a DANFORTH ANCHOR now!
A DANFORTH COSTS LESS
Danforth Anchors cost only ¾c to 1c per pound of holding power. Others 5c to 24c.
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2137 Allston Way
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From the standpoint of
METAL ALONE...
MICHIGAN
MACHINED-PITCH
PROPELLERS
ARE Better BUYS!
"MICHALLOY-K", the special alloy of which all MICHIGAN propellers are made is far more resistant to corrosion and electrolysis than the materials from which other propellers are made. Hence, long after the conventional wheel has gone to pot, a MICHIGAN wheel continues to give perfect service. Next time you need a propeller buy a MICHIGAN. You'll not only save on replacement, but also get smoother, more economical performance, for these wheels are built to convert every bit of H.P. into effective thrust.
(up to 60")
MICHIGAN WHEEL COMPANY
GRAND RAPIDS 3, MICHIGAN

Fish Landings

For Month of December

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

Agatha & Patricia (1)	1,500	Josie II (1)	4,500
Alden (1)	6,000	Julie Ann (1)	70,000
American Eagle (4)	68,500	Killarney (1)	153,000
Anna Guarino (1)	2,000	Kingfisher (1)	225,000
Annie (5)	7,000	Lady of Good Voyage (1)	39,500
Annie II (2)	4,500	Leonard & Nancy (2)	14,000
Ann & Marie (1)	1,000	Leretha (1)	95,000
Anthony & Josephine (1)	500	Little Flower (1)	1,500
Ariel (2)	4,000	Lorine III (2)	20,000
Ave Maria (2)	43,000	Lou Sam (1)	2,000
Avocet (4)	5,000	Madonna (1)	6,000
Baby Rose (1)	87,000	Margie L. (3)	16,500
Benjamin C. (1)	210,000	Margie & Roy (8)	6,500
B. Estelle Burke (2)	80,500	Maria Immaculata (2)	5,000
Bethulia (4)	19,000	Marietta & Mary (1)	6,000
Bonaventure (1)	80,000	Marie & Winifred (2)	75,000
California (4)	20,500	Marion & Alice (1)	58,000
Capt. Drum (4)	31,000	Mary F. Curtis (2)	140,500
Cara Cara (1)	85,000	Mary & Josephine (1)	140,000
Carlo & Vince (1)	7,000	Mary Rose (1)	80,000
Carol Ann (2)	160,000	Mary W. (4)	15,000
Caroline & Mary (1)	60,000	Minkett 1st (3)	4,500
Carolyn & Priscilla (2)	37,800	Mother Ann (1)	150,000
Catherine Amirault (1)	114,000	Nancy B. (1)	10,000
Charlotte M. (1)	108,000	Nancy F. (1)	10,000
Chebeague (4)	48,000	Natale III (4)	42,000
Cigar Joe (4)	46,000	Paul Howard (1)	138,000
Columbia (1)	145,000	Philip & Grace (1)	120,000
Conquest (1)	110,000	Phyllis & Mary (4)	41,000
Curlew (2)	292,000	Pilgrim (1)	165,000
Dartmouth (1)	100,000	Pollyanna (2)	185,000
Dawn (3)	7,500	Positive (1)	134,000
Dolphin (1)	119,000	Priscilla (3)	2,200
Doris F. Amero (2)	124,500	Puritan (1)	151,000
Doris H. (3)	12,000	R. Eugene Ashley (2)	79,000
Eastern Point (7)	81,000	Rita B. (1)	5,000
Eleanor (1)	18,000	Ronald & Mary Jane (2)	234,000
Eleanor Mae (1)	2,500	Rose & Lucy (2)	21,000
Emily Brown (2)	228,000	Rosemarie (2)	14,000
Estrela (2)	370,000	Rose Mary (1)	1,500
Eva II (2)	2,000	Rosie & Gracie (5)	70,500
Evelyn G. Sears (1)	34,000	Sacred Heart (3)	6,500
Falcon (1)	1,000	St. Anthony (1)	101,000
Felicia (1)	225,000	St. John (2)	4,500
Florence & Lee (1)	77,000	St. Joseph (2)	19,000
Frances R. (2)	39,000	St. Nicholas (1)	178,000
Francis McPherson (2)	212,000	St. Peter (4)	48,000
Gaetano S. (1)	148,000	St. Peter II (1)	133,000
Gertrude E. (1)	500	St. Rosalie (3)	22,000
Golden Eagle (2)	237,000	St. Victoria (2)	115,000
Gudrun (1)	278,000	Salvatore & Grace (2)	12,000
Hazel B. (1)	57,000	Santa Lucia (1)	2,000
Helen M. (1)	25,000	Santa Maria (2)	18,000
Hilda Garston (1)	74,000	Sea Hawk (1)	8,000
Holy Family (1)	85,000	Sebastiana C. (4)	79,000
Hornet (4)	13,100	Serafina II (5)	54,000
Ida & Joseph (3)	60,000	Serafina N. (2)	60,000
Immaculate Conception (4)	49,000	Skilligolee (2)	74,000
Iva M. (1)	3,000	Sunlight (1)	150,000
Jackie (1)	16,000	Superior (1)	90,000
Jackie B. (4)	49,500	Sylvester F. Whalen (2)	292,000
Jackson & Arthur (5)	11,500	The Albatross (1)	159,000
J. B. Junior (2)	12,000	Theresa M. Boudreau (2)	251,000
Jennie & Julia (4)	24,500	Tina B. (1)	46,000
Jennie & Lucia (3)	24,000	Vagabond (2)	30,400
Johnny Baby (1)	500	Villa Nova (1)	26,500
Josephine P. II (1)	10,000	Wild Duck (2)	130,000
Joseph & Lucia (1)	150,000		

NEW YORK

Alvin T. Fuller (2)	42,400	Manuel F. Roderick (3)	72,100
Beatrice & Ida (1)	25,000	Olivia Brown (2)	75,300
Clipper (2)	143,500	Princess (1)	6,000
Edith L. Boudreau (1)	37,100	Raymonde (2)	50,300
Evelina M. Goulart (2)	67,300	Rita (1)	5,000
Felicia (3)	101,000	Rosemarie V. (2)	18,000
Hope II (1)	5,000	Sally & Eileen (1)	30,000
John G. Murley (2)	66,200	Sol (2)	74,600
Jorgina Silveira (2)	49,900	Teresa & Jean (1)	70,500
Joseph S. Mattos (1)	25,000	Thomas J. Carroll (2)	55,300
Katie D. (3)	168,000	Virginia (1)	40,600
Magellan (2)	70,000		

Scallop Landings (Gallons)

Bright Moon (2)	465	Olive M. Williams (1)	1,100
Buzz & Billy (1)	120	Rainbow (2)	720
Catherine C. (1)	800	Richard Lance (2)	700
Charlotte (1)	200	Rockaway Belle (1)	800
Florence B. (1)	1,000	Rosalie F. (1)	800
Friendship (2)	908	S #31 (2)	1,200
Gloria F. (1)	900	St. Rita (2)	600
Mary Ellen (2)	550	Sunapee (2)	890
Muskegon (3)	1,050	The Queen (1)	800
New Dawn (1)	700	Victoria (2)	888
Norseman (2)	988	Whaling City (1)	550

NEW BEDFORD

Adventurer (3)	47,600	Joan & Ursula (3)	52,600
Anna C. Perry (2)	14,500	Julia K. (1)	5,500
Arnold (3)	34,500	June Bride (3)	25,300
Arthur L. (4)	61,000	Kelbarsam (2)	16,000
Austin W. (3)	22,100	Lera G. (1)	2,700
Babe Sears (2)	32,000	Louis A. Thebaud (1)	10,300
Barbara (4)	26,300	Louise (1)	43,000
Barbara M. (3)	39,500	Madeline (2)	11,400
Bernice (2)	11,500	Maria-Julia (3)	21,800
Capt. Deebold (2)	20,100	Mary J. Hayes (2)	94,500
Catherine T. (2)	95,000	Mary & Joan (3)	124,300
Chas. E. Beckman (3)	25,300	Mary M. (1)	5,700
Connie F. (1)	7,900	Minnie V. (3)	27,100
Driftwood (1)	5,500	Molly & Jane (4)	51,200
Edith (2)	12,200	Noreen (2)	95,100
Elva (2)	9,600	Paolina (1)	33,400
Elva & Estelle (3)	34,800	Pauline H. (2)	91,100
Elva L. Beal (3)	15,300	Penguin (2)	47,500
Etta K. (3)	27,100	Phyllis J. (4)	31,100
Eugene & Rose (3)	27,000	Princess (1)	16,200
Eunice-Lilian (2)	35,300	Reliance (2)	4,500
Frankie & Jeannie (1)	2,500	Roann (1)	10,500
Fred Henry (4)	23,500	St. Ann (2)	35,400
Gannet (3)	142,000	Santina (3)	13,300
Gertrude D. (3)	39,200	Shannon (3)	21,300
Gladys & Mary (3)	74,500	S. M. Murtosa (1)	7,000
Grayling (2)	7,000	Solveig J. (3)	85,700
Growler (3)	54,300	Sonya (3)	39,600
Harmony (5)	37,100	Stanley B. Butler (1)	66,800
Harvest (1)	1,800	Susie O. Carver (1)	10,600
Helen B. (4)	30,700	Teresa & Jean (2)	84,400
Hope (3)	21,400	Three Pals (3)	19,300
Huntington Sanford (4)	20,900	Two Bros. (NBD) (2)	16,200
Invader (3)	35,700	Venture 1st (4)	51,900
Ivanhoe (4)	60,000	Victor Johnson (3)	46,500
Jacintha (1)	61,500	Viking (5)	75,200
Janet Elise (2)	12,500	Virginia (1)	46,400
Jessie M. Dutra (2)	4,800	Wanderer (1)	4,700
J. Henry Smith (3)	17,800	Whaler (2)	75,000

Scallop Landings (Gallons)

Abram H. (2)	1,925	Linus S. Eldridge (3)	2,111
Adele K. (3)	3,140	Louis A. Thebaud (1)	400
Alpar (2)	1,725	Lubenray (2)	2,125
Anastasia E. (1)	165	Malene & Marie (2)	1,925
Antonina (2)	1,450	Marie & Katherine (2)	765
Antonio (2)	1,300	Marmax (2)	1,975
Bobby & Harvey (2)	1,725	Martha E. Murley (1)	800
Bright Star (2)	1,925	Mary Anne (2)	2,050
Camden (3)	3,105	Mary Canas (2)	850
Carol & Estelle (2)	2,150	Mary E. D'Eon (1)	800
Catherine & Mary (1)	1,025	Mary J. Landry (1)	445
Charles S. Ashley (2)	2,180	Mary & Julia (2)	1,650
Charlotte (1)	200	Mary R. Mullins (2)	850
Christina J. (2)	972	Mary Tapper (2)	1,810
Dagny (2)	1,135	Moonlight (2)	2,025
Doris Gertrude (1)	1,025	Newfoundland (2)	2,250
Dorothy & Mary (2)	1,975	Palestine (1)	400
Elizabeth N. (2)	2,020	Pearl Harbor (1)	75
Elva (2)	1,975	Pelican (2)	1,735
Fairhaven (2)	2,175	Porpoise (2)	1,925
Flamingo (2)	2,180	Red Start (3)	2,745
Fleetwing (2)	2,125	Ronald & Dorothy (2)	1,700
Francis J. Manta (1)	1,125	Sea Hawk (3)	1,511
Friendship (1)	450	Sea Ranger (3)	1,775
Irene & Mabel (1)	500	Smilyn (2)	1,605
Janet & Jean (2)	1,600	The Friars (2)	2,050
Jerry & Jimmy (3)	2,090	Ursula M. Norton (2)	2,235
Josephine & Mary (2)	1,875	Virginia & Joan (1)	300
Junojaes (2)	2,125	Wamsutta (2)	2,175
Kingfisher (2)	1,925	Wm. D. Eldridge (2)	1,975
Lainee K. (2)	1,000	Wm. H. Killigrew (2)	1,350
Liboria C. (2)	605		

STONINGTON, CONN.

America (10)	17,700	Little Chief (2)	5,500
Bette Ann (10)	16,000	Marise (12)	16,700
	*4,800	Mary A. (10)	18,100
Betty Boop (8)	15,400	Mary H. (7)	5,200
Carl J. (9)	14,600	Mildred & Myra (2)	5,900
Carol & Dennis (3)	9,800	New England (6)	11,500
Carolyn & Gary (9)	18,400	Old Mystic (8)	20,100
Connie M. (8)	9,800	Our Gang (5)	13,200
	*20,200	Portugal (5)	6,600
Dolly & David (1)	2,600	Pvt. Frank Kessler (1)	1,700
Eleanor (4)	1,400	Ranger (6)	11,200
Fairweather (11)	16,700	Rita (4)	12,200
Five Sisters (4)	8,500	Russell S. (6)	17,100
Harold (5)	6,100	St. Peter (10)	8,000
Hope II (3)	9,000	Theresa (2)	5,500
Irene & Walter (12)	16,600	Vagabond (7)	10,300
Jane Dore (6)	8,600	Weezie May (8)	6,000
	*1,400	William B. (8)	17,600
Kwasind (5)	6,100	Wm. Chesebrough (5)	6,600
Lindy (5)	*900		
Lisboa (5)	7,200	*Trash Fish	

PORTLAND

Agnes & Elizabeth (2)	78,300	Lucy Scola (4)	14,500
Althea (2)	17,700	Nora Sawyer (1)	1,800
Alice M. Doughty (3)	64,600	Notre Dame (2)	63,000
Annie Louise (2)	9,200	Richard J. Nunan (3)	61,000
Araho (2)	114,000	Sea King (3)	49,700
Carolyn & Priscilla (1)	7,800	Silver Bay (2)	221,100
Clara Louise (2)	49,300	Theresa R. (2)	127,400
Elinor & Jean (4)	50,500	Thomas D. (2)	60,800
Ethelina (2)	87,800	Trinity (2)	37,100
Evzone (1)	45,000	Vagabond (3)	81,400
Florence & Elizabeth (1)	78,900	Vandal (2)	97,400
Lawrence Scola (1)	2,000	Willard Daggett (2)	21,700

NETS
RAKES
TONGS

Codfish Gear — Bait Netting

Lobster Pot Heading Twine

Corks — Rope — Wire Baskets

LARGE STOCK

Prompt, intelligent, personal attention to your order

W. A. AUGUR, Inc.

35 Fulton Street — New York 7, N. Y.

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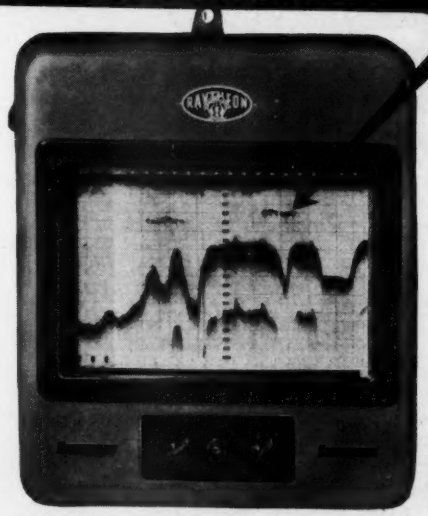
LOOK HERE FOR FISH AND PROFITS!



*Reg. U. S. Pat. Off.

This outstanding Fathometer* Jr. (Model 1373, Recording type) gives a clear, undistorted picture of bottom contours . . . shows where fish are found . . . increases catches and profits.

SEE YOUR AUTHORIZED SUBMARINE SIGNAL DEALER about Fathometer Jr. Recording and Indicating Models and other electronic marine products.

IT ISN'T A FATHOMETER IF IT ISN'T SUB SIG.

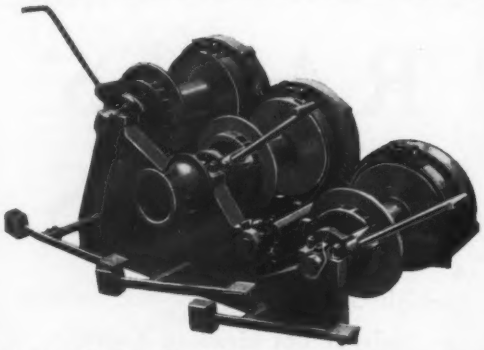
SUBMARINE SIGNAL DIVISION

RAYTHEON MANUFACTURING COMPANY

Dept. 6460-A, Waltham 54, Massachusetts

STROUDSBURG HOISTS

- - - Ruggedly built to Stand Up under hard, constant service.



Made in Single, Double and Triple Drum Models

Made of the most durable materials, Stroudsburg Hoists are designed to provide maximum length of service at minimum cost. The friction drums have ratchet, pawl and brakes with interwoven type linings, and are engaged by internal thrust cams with friction plates. Pinion shaft extension available for mounting engine drive in clockwise or counter clockwise rotation. Write for complete specifications.

STROUDSBURG ENGINE WORKS

Box 207, Stroudsburg, Penna.

"The Fishermen's Choice is the Stroudsburg Hoist."

STOPS

Manifold, Enginehead Waterjacket

RUST

and CORROSION

Make the "Exhaust Pipe Test" —and PROVE It To Yourself!

Rust and corrosion are cutting the life of your marine engine in **half**—and here's proof you can **see**! Next time you first start your engine, note the dark red, rusty water from the exhaust—**proof** that rust and corrosion are eating away the manifold, enginehead and waterjacket. Now, install a New '51 **AQUA-CLEAR** Feeder. Watch the discharge clear, become rust-free. Rust and corrosion have been arrested completely. You've added years to the life of your engine!

BETTER, CHEAPER than Closed Cooling

Better than fresh water cooling because there are no moving parts to wear, nothing to get out of order. So compact it takes up almost no room. Costs a fraction as much to buy, to maintain. Connects onto your present open cooling system. Lines the water passages with an invisible, watertight film that protects all the metal surfaces from rust and corrosion. Recommended by leading boatyards. Easily installed. No holes through the hull. No need to haul your boat.

GUARANTEED—If your dealer does not yet carry the AQUA-CLEAR Feeder, order direct from this ad. Model "A" for engines up to 75 h.p., $30; "B" for 75 to 150 h.p., $50; "C" for 150 to 250 h.p., $75; "D" over 250 h.p., $120, C.O.D. plus postage, or send check and we pay postage. If not completely satisfied, return within 60 days for full refund. SEND TODAY!

AQUA-CLEAR FEEDER

SUDBURY LABORATORY

Box 532, South Sudbury, Mass.

Dealers: Write for Special Offer!

BOSTON LANDINGS

Acme (5)	5,500	Marietta & Mary (3)	18,500
Addie Mae (4)	4,700	Maris Stella (3)	190,900
Adventure (3)	167,700	Marjorie (2)	32,300
Agatha & Patricia (3)	62,400	Marjorie Parker (1)	33,000
Alphonso (4)	17,700	Marsala (3)	60,900
Angie & Florence (3)	45,000	Mary (1)	53,800
Annie & Josie (6)	7,900	Mary & Jennie (5)	13,200
Arlington (2)	216,500	M. C. Ballard (2)	141,800
Assertive (2)	140,500	Michael G. (4)	10,300
Atlantic (3)	285,800	Michigan (2)	194,800
Ave Maria (Dragger) (6)	7,900	Nancy B. (1)	20,000
Barbara C. Angell (2)	128,200	Nancy F. (1)	32,600
Bay (2)	182,300	Neptune (3)	263,500
Bonnie (2)	253,700	Nova Antonio (1)	3,500
Brighton (2)	99,500	Ohio (2)	185,400
Calm (2)	225,500	Olympia (3)	53,300
Cambridge (1)	90,000	Olympia La Rosa (2)	64,700
Carmela Maria (2)	33,600	Pam Ann (3)	155,500
Carole June (2)	110,800	Phantom (2)	239,500
Catherine B. (Dragger) (3)	116,300	Plymouth (2)	186,200
Crest (2)	558,500	Princess (5)	17,800
Diana C. (8)	20,900	Quincy (2)	160,800
Dorchester (2)	157,400	Racer (2)	176,500
Drift (2)	335,500	Red Jacket (2)	359,500
Eddie & Lulu M. (2)	1,000	Robert & Edwin (1)	600
Elizabeth B. (2)	131,500	Roma (4)	8,600
Esther M. (3)	223,300	Rosalie D. Morse (2)	178,000
Famiglia (3)	95,700	Rosie (6)	25,000
Flow (3)	197,700	Rush (2)	140,700
Flying Cloud (2)	172,000	Sacred Heart (6)	10,200
4-G-673 (1)	4,600	St. Francis (4)	10,900
4-R-360 (1)	4,600	St. Joseph (2)	100,000
4-R-630 (1)	3,700	St. Michael (1)	1,200
Francesca (1)	4,900	St. Rosalie (1)	35,500
Gudrun (1)	236,000	Salvatore & Grace (2)	67,600
Iva M. (2)	23,100	San Antonio (2)	6,500
J. B. Junior (O. Tr'ler) (2)	266,000	San Calogero (7)	14,800
J. B. Junior II (4)	8,000	Santa Maria (1)	21,600
Joe D'Ambrosio (2)	4,100	Santa Rita (1)	3,000
Josephine P. II (2)	44,500	Santa Rosalia (2)	11,400
Leonarda (5)	4,600	Six Bros. II (2)	5,300
Leonard & Nancy (2)	49,600	Surge (2)	244,000
Little Joe (3)	7,700	Texas (2)	121,400
Little Nancy (3)	96,500	Thomas Whalen (3)	249,300
Lorine III (1)	43,800	Triton (2)	215,200
Louise (1)	66,000	Uncle Guy (2)	45,800
Lucky Star (2)	185,900	Wave (2)	273,200
Lynn (3)	234,900	Weymouth (2)	143,000
Mabel Mae (2)	117,300	Wm. J. O'Brien (3)	239,300
Maine (2)	182,000	Winchester (3)	280,600
Margaret Marie (5)	7,500	Winthrop (3)	171,500
Maria Guiseppe (4)	16,200	Wisconsin (2)	220,500

Making Fishing Boats Safer

(Continued from page 15)

grabbing the door jamb while looking the other way when it slams. Broken fingers don't help fishing operations.

Don't take off a hatch cover and toss it right in the path where everyone walks. Put it where it is out of the way and can't fall into anyone's path.

Maybe you think we are a "crank" about these things, but such small matters cause a lot of accidents. Many a man is going about now minus a thumb or finger taken off by a band saw because he stepped on a small piece of scrap wood left by himself or someone else on the floor where he stood to work. We would like to have a penny for every little chunk of wood left around machines, at the foot of ladders or in walking space in a boat shop which we have kicked out of the way.

A mighty good feature which entails no extra cost is the painting of cleats, bases of winches, grab rails, sills at doorways, and hatch coamings, in a contrasting color from the deck so that these places may be more easily seen on a dark night. White is probably the best color for this and its use would save falls, time and cussing. It is also a good idea to have the bulwark rail white, so in the darkness you can see where the boat ends and the water begins.

Did you ever notice that the extra lengths of track lying along the railroad right of way are painted white for six or eight inches from the ends so that the track may be easily located in the dark, and workmen won't stumble over it? That's the idea of making the bulwark rail and these other items of equipment readily found; it will prevent many injuries.

Decks are laid with vertical grain lumber, of course, or should be, but you see some now and then which are of flat grain. These sliver when the grain lifts up and the slivers are dangerous. A worn spot in the sole of a boot can pick up a sliver without trying and throw you, even if it doesn't go through into your hide. So watch out for splinters.

Conn. Shad Shortage Being Studied

Connecticut is planning a study to find out why shad catches in the Connecticut River and elsewhere in the Northeastern United States have declined 75 to 80% since 1945. Reynold Fredin and John Finucana have been assigned by the Fish & Wildlife Service to study shad and find out what causes the variation. They expect to spend five years in the work.

The catch of shad dropped from more than 390,000 in 1872 to 220 in 1945.

Starfish Decrease in Number

The Fall survey of the distribution and occurrence of starfish on Connecticut oyster beds was conducted during the second part of October and in November by Messrs. Charles A. Nomejko and James W. Shimer of the U. S. Fish & Wildlife Service laboratory at Milford. The State boat *Shellfish*, under the command of Capt. Joseph Luachor, was used.

As compared with the Spring of 1950, the starfish population of the Morris Cove to Merwin Point section showed a considerable decrease in number. The drop was believed to be the result of the systematic and persistent efforts of several oyster companies which carried on the work of starfish eradication.

A striking reduction in the number of starfish in the Milford area south of the line between Charles Island and Pond Point was noticeable.

The section from Charles Island to Stratford Point remains, as in past years, the most heavily infested of the oyster producing grounds, and continues to be the focal point from which starfish move east and west overrunning the Milford beds and those lying southwest of Stratford Point.

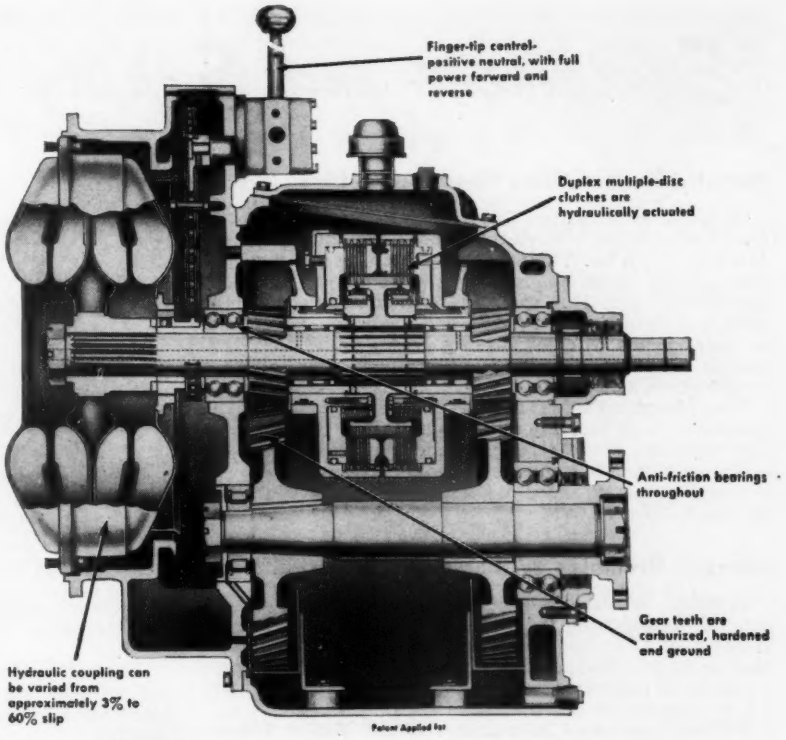
The Stratford Point to Point No Point section presents a much better picture than last Spring. The Point No Point to Penfield Reef section also showed a decrease in the number of starfish.

Collecting Data on Gear, Catches

Ray E. Wilson, statistical expert for the Fish & Wildlife Service, is surveying the Connecticut commercial fishing industry, collecting data on gear, vessels and catches of fish and shellfish, both marine and on the Connecticut River. He is working out of temporary headquarters at Niantic.

Longo's Dock to Be Rebuilt

Following a series of conferences between Richard Harper, president of Ocean Industries, Inc., and architects, contracts are now being sought for extensive rebuilding at Longo's Dock in Stonington. Harper's firm plans to set up a fish meal plant on the old railroad property.


Finger-tip control-positive neutral, with full power forward and reverse
Duplex multiple-disc clutches are hydraulically actuated
Anti-friction bearings throughout
Gear teeth are carburized, hardened and ground
Hydraulic coupling can be varied from approximately 3% to 60% slip
Patent Applied for

NOW Hydraulic Drives for Boats, too!

The TWIN DISC MGH-220

Fouled-up engines and run-down batteries from hours of trolling are only two of the costly, and dangerous, aggravations which can be eliminated with the new Twin Disc MGH-220 Hydraulic Marine Reverse and Reduction Gear.

The hydraulic coupling between the engine and the gearing in this unit is a *variable-fill* coupling which can be adjusted to permit up to 60% slip by the touch of a valve. The practical effect of this slip is to multiply the normal reduction ratio by 2½; with 3:1 gearing, for example, it gives the equivalent of a 7.5 overall reduction.

Engine rpm can be kept in an efficient range while propeller shaft speed is properly slowed for trolling . . . yet at the touch of a valve normal reduction can be restored for "first out, first back" performance.

In addition, the hydraulic feature produces the smoothest power transmission of all, dampens out engine vibrations, protects the engine and gears against sudden shocks when the propeller is fouled.

For trolling without trouble, plus many other new advantages not described here, write today for complete information on the new Twin Disc MGH-220, which is adaptable to engines from 135 to 230 hp in the 1400 to 2100 rpm class. The MGH-220 is also available as a marine reverse and reduction gear with a rubber block drive instead of the hydraulic coupling.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES

SEE THE MGH-220 MARINE GEAR ON DISPLAY AT THE INTERNATIONAL BOAT SHOW · BOOTH 102 · JANUARY 12 to 20

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin · HYDRAULIC DIVISION, Rockford, Illinois

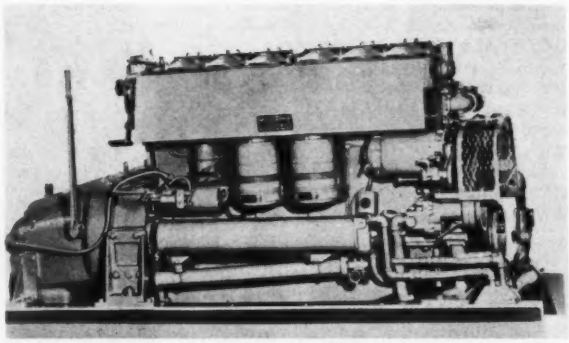
BRANCHES: CLEVELAND · DALLAS · DETROIT · LOS ANGELES · NEWARK · NEW ORLEANS · SEATTLE · TULSA.

Equipment and Supply Trade News

Murphy Diesel Offers New Engine Line

A new line of marine Diesel engines for main propulsion and auxiliary service has been announced by the Murphy Diesel Co. The new line, consisting of six models from 145 hp. to 205 hp., is designed to operate at continuous speeds up to 1400 rpm. Propulsion units are offered with a wide range of reverse and reduction gear ratios to meet virtually every fishing boat requirement. All models are available with front end power take-off in a choice of reduction ratios.

The Murphy design features such as "true" Diesel operation, unit fuel injection, four valves per cylinder, and hydraulic servo-type governor, remain as the basis of the new line. Full details including specification sheets are available from Murphy Diesel Co., 5321 W. Burnham St., Milwaukee 14, Wis.



One of the six marine Murphy Diesel models that range from 145 to 205 hp.

Chrysler Promotes Williams and Trittschuh

Clyde C. Williams has been promoted to the post of general manager of the Marine and Industrial Engine Division of Chrysler Corp., Detroit, Mich. He had been Marine Engine Division manager since 1946, and has held a variety of important positions with Chrysler since joining the concern in 1928.

William's successor as manager of the Marine Engine Division is E. E. Trittschuh, who had been East Coast representative of the Chrysler Corp. Marine Division since March 1948. Previous to becoming associated with Chrysler, Trittschuh served with General Electric Co. and Chrysler Airtemp New York, Inc.

New Red Wing Motor Distributor

R. S. Sayers Co., 10 West 13th St., New York City, has been appointed Red Wing marine engine distributor for the New York area including the northern half of New Jersey and the State of Connecticut.

Richard Sayers has been actively engaged in yacht work since 1926. For 20 years he was president and manager of the Minneford Yacht Yard, City Island, N. Y. He is a member of the North River Power Squadron and the New York Marine Trades Association.

Marine Products Expands Pump Line

Marine Products Co. gasoline engine driven version of Duraflex single flexible rotor pump which has capacity of 21 gpm. at free flow.

Marine Products Co., 515 Lycaste St., Detroit 14, Mich., specializing exclusively in the manufacture of pumps which range in size from ¼" pipe through 3" pipe, announce that their line has been greatly expanded, and they are now in production on well over 100 different models. This line is available in most models, for direct drive, belt drive, electric motorized, and gasoline engine driven styles.

Included in this group of models is the Duraflex Series of engine cooling pumps. There are ten commercial models available for marine engine cooling, (for direct cooling or heat exchangers) of engines up to 200 hp.

Larger Duraflex single flexible rotor pumps, tailored and adapted for specific applications, also have been produced for individual engine manufacturers. These larger sizes have capacities of 50 gpm. at 2500 rpm. in the 1¼" size, and 100 gpm. at 1800 rpm. in the 2" size. Commercial versions of these two larger models will be available early this year.

The firm's 30 models of bilge pumps have been improved upon and modernized. They are made in either rotation, as well as reversible, and can be clutch mounted.

Photo-Electric Pilot Improved

Improvements in the Model 45 Photo-Electric Pilot include the addition of limit switches as a safety feature to automatically stop the steering engine before it moves the rudder to the hardover position, should the compass lamp burn out at any time. It also protects the steering engine from being burned out should the pilot be left engaged when the vessel is anchored.

A new automatic voltage control automatically takes care of variations in the ship's voltage and maintains at all times the proper voltage on the compass lamp. Heretofore this had been done manually by adjusting a rheostat, as the vessel voltage dropped or rose.

Model 45 Photo-Electric Pilots, made by Photo-Electric Pilot Corp., 2416 Second South, Seattle, Wash., now have as standard equipment a condenser to eliminate interference with radio reception. A new amplifier tube is now mounted in the base of the compass unit. The grid lead to this tube has been shortened to eliminate the possibility of leakage from moisture.

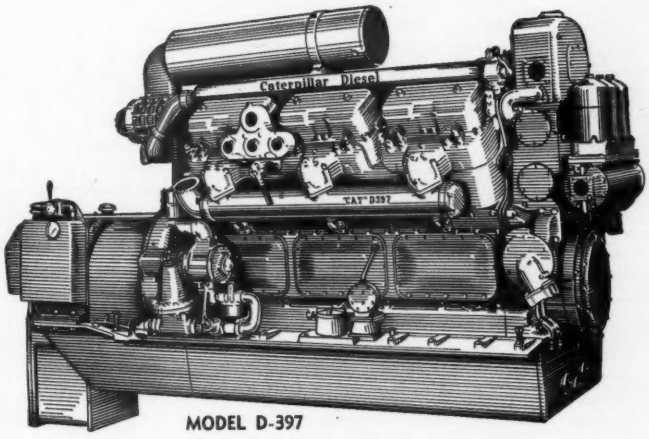
Carr and Roach Head Kermath Sales

Donald A. Carr has been appointed domestic sales manager by Kermath Mfg. Co., 5890 Commonwealth Ave., Detroit. He previously was with the Marine Division of Packard Motor Car Co. Leonard Roach has been made Kermath's export sales manager.

Capt. Hull Named Raytheon Vice-President

Capt. David R. Hull, USN-(Ret.) has been elected a vice-president of Raytheon Mfg. Co., Waltham, Mass. He also has been advanced from assistant manager to manager of the Equipment Divisions of Raytheon, succeeding

Tips from Sid Rideout on this new Cat Marine Engine



MODEL D-397

1 Only 148 inches overall length.

2 All pistons, rods and main bearings are easily accessible through large inspection doors without tipping the engine.

3 Short dimension gear reduction front power take off.

Ask Sid Rideout, PEMCO Sales Engineer, for more details.

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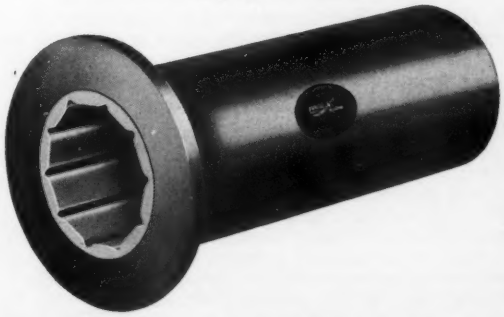

Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

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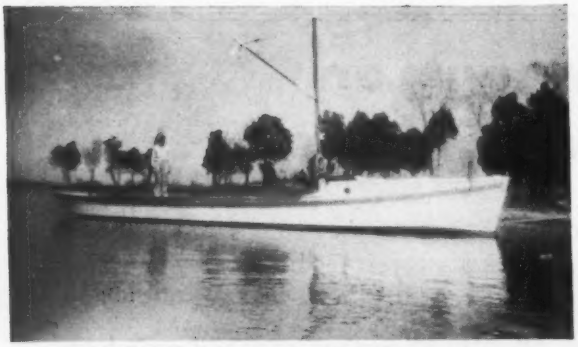


The "E & B", 45' haul seiner which operates on the Chesapeake Bay under command of her owner, Capt. Guy L. Armistead of Hudgins, Va. She has a 155 hp. Kermath which turns a Columbian propeller.

Wallace L. Gifford, who is continuing with the Company as director and vice-president in an advisory capacity.

During the decade prior to World War II, Capt. Hull specialized in underwater sound and radar development. He initiated the design and operational use of VHF radio telephone equipment for fleet tactics. When the United States entered World War II, Capt. Hull was serving as assistant to the director of the Naval Research Laboratory. Then he was transferred to the Bureau of Ships as head of the Electronics Design Branch, and later became assistant chief of the Bureau for Electronics.

Safety Car Heating Appoints New England Agents for Marine Voltage Regulators

The Safety Car Heating & Lighting Co., New Haven, Conn., has appointed Wharf Machine & Electric Co., Fish Pier Road, Boston, Mass. and Hathaway Machinery Co., Fairhaven, Mass., as their marine agents in New England.

The Safety Car Company manufactures "Safety" Carbon Pile Regulators for protecting vital electrical equipment from excessive voltage, current or speed. Simple in theory and design, sturdy in construction, and efficient in operation, "Safety" Regulators provide a positive, economical answer to this problem.

The regulators are applicable to all types of electrical circuits and equipment, both AC and DC, where voltage, current or speed control is desirable or necessary. Wherever a rheostat is now used to control current, voltage or speed "Safety" Carbon Pile Regulators will do the work automatically and more accurately.

The regulators are in use aboard work boats of all types to control the voltage and output of engine or tailshaft driven generators, and to maintain constant voltage for lamps, power consuming devices, depth recorders and radio telephones. Their installation releases engineers from the task of watching meters and operating manually controlled rheostats to compensate for changing conditions in generating or consuming apparatus, and protects costly electrical and electronic apparatus from damage and faulty performance due to excessive voltage.

In addition to serving as outlets for the various marine products manufactured by The Safety Car Heating & Lighting Co., the new agents stock parts so that repairs can be made in the shortest possible time. The "Safety" Company also manufactures generators, and current conversion equipment for radio and radar.

McBurney Appointed Nordberg Distributor

Scott J. McBurney, Avenue U near Flatbush Ave., Brooklyn, N. Y., has been appointed as distributor for Nordberg gasoline marine engines in the boroughs of Brooklyn and Manhattan, N. Y. C.

The firm has one of the largest and most completely equipped boat yards in the New York area. Located on Jamaica Bay in Mill Basin, the yard is easily accessible by a 20' channel, and has two marine railways.

Virginia Study Is Aimed at Halting Fisheries Decline

The first step in a legislative study looking toward a halt and reversal of the steady decline in Virginia's seafood industry was taken last month.

Members of a nine-man committee of the Virginia Advisory Legislative Council held their first meeting in Richmond and discussed preliminary plans for work on the study ordered by the 1950 General Assembly.

Delegate Paul Crockett of Yorktown is chairman of the study committee and William P. Ballard of Norfolk is vice-chairman.

Oyster Tonging Good in Rappahannock

Tangier oyster tongers report that oysters in the Rappahannock are fairly fat, shucking about five pints to the bushel. The average daily catch for the month of December was 15 bushels to the boat. A fleet of about 15 draketails and roundsterns from Tangier has been tonging on the River beds, but these boats returned to Tangier during the Christmas holidays.

Five roundsterns and draketails from Tangier which have been tonging in the James River also have returned to the Island. These boats have done well taking oysters on private beds at 70c a bushel.

The crab-dredging fleet of ten motor boats, ranging in tonnage from 20 to 60, returned to the Island the middle of December after crabbing in the Lower Chesapeake since the last week in November.

Oystermen Discuss Ways to Reduce Pollution

Twenty-three oystermen met with eight State and Federal men at Rappahannock last month to discuss ways and means of reducing pollution in the shellfish waters of the county.

Chief topics under discussion were recent sanitary and bacteriological surveys of Dymers Creek and proposed additional restrictions on the waters of the Creek.

C. C. Fletcher, shellfish specialist, U. S. Public Health Service, described the system of certifying shellfish establishments so that they might qualify for interstate shipments of shellfish.

Apply for Oyster Planting Ground

Among those who have applied recently for oyster planting grounds in Rappahannock waters are C. E. Haydon of Senora; Howard W. Robertson, Palmer; J. C. Moore of Foxwells; and E. L. Henderson of Palmer.

Carlon Distributing Pittsburgh Paints

F. K. Carlon, Inc. has been made distributor for Pittsburgh marine paints at Norfolk. The firm will stock the full line of Pittsburgh anti-fouling, anti-corrosive and topside paints.

Raymond Haynie, Sr.

Raymond L. Haynie, Sr. of Reedville, a leader in the menhaden fishing industry, died in Washington, D. C. on December 11. He had come to Washington to attend a National Fisheries Institute meeting.

Mr. Haynie was a pioneer member of the Institute and it was said to be largely through his influence and leadership that the menhaden industry approved the establishment of a separate division to handle the problems of the fish meal, oil, and by-products industry.

Hampton Roads Area Landings

Production of fish in the Hampton Roads area totalled 1,952,500 lbs. in December, 1950, and was nearly a million lbs. ahead of the previous month, and over half a million lbs. larger than the December, 1949 catch. All of the yield, except for 4,500 lbs. which came from pound nets, was brought in by draggers.

Sea bass, with 1,024,600 lbs., made up more than half of the total production, with the scup catch of 693,200 lbs. also accounting for a major share of the landings, and the 86,900-lb. fluke yield in third place.

New Bedford Seafood Producers Recommend Minimum Prices

The New Bedford Seafood Producers Association has recommended minimum prices for major species of fish in anticipation of a return to Federal price controls. The Association suggests one set of minimum prices for April through September and another for October through March.

The recommended winter price schedule, in cents per pound, is as follows: haddock, 16; scrod haddock, 15; large cod, 17; market cod, 12; scrod cod, 10; hake, 10; yellowtail, 17; blackback, 25; lemon sole, 28; fluke, 36; grey sole, 15; scallops, 60.

Summer prices suggested are: haddock, 11; scrod haddock, 10; large cod, 12; market cod, 8; scrod cod, 7; hake, 7; yellowtail, 12; blackback, 16; lemon sole, 20; fluke, 26; grey sole, 10; scallops, 50.

The New Bedford Association is believed to be the first unit of the New England fishing industry to take such action.

Leads in Trash Fish Landings

New Bedford led all other New England ports in landings of trash fish during the first 10 months of 1950, the catch for the port having totaled 55,668,800 lbs.

Nearest competitor was Gloucester, with 13,726,600 lbs.; Point Judith, R. I. reported 9,315,700 lbs.; Stonington, Conn., 4,670,800 lbs.; Provincetown and Cape Cod, 4,395,000 lbs.; and Boston, 393,150 lbs.

Crew of "Fred Henry" Rescued

The four-man crew of the dragger *Fred Henry* was taken off Nomansland by the Coast Guard December 30 after the 51' vessel had run aground in dense fog. Capt. Joao Mateus of New Bedford said his men stayed with the stranded vessel for nearly an hour before taking to the icy waters for the 100-yard swim to shore. Frank H. Parsons, Jr. of New Bedford is the owner of the dragger.

November Fish and Shellfish Catch

A total of 5,145,900 lbs. of fish and shellfish valued at $759,180, were brought into the port of New Bedford during November. Last year 8,499,300 lbs. brought a total of $756,438.

The 1950 November total consisted of 239,950 lbs. of haddock; 790,300 lbs. scrod; 394,150 lbs. cod; 944,400 lbs. yellowtail; 576,700 lbs. blackback; 876,700 lbs. sea scallops; 400 lbs. mackerel; 1,068,800 lbs. trash fish; and 254,500 lbs. of mixed fish.

Seafood Producers Officers Re-elected

Rudolph B. Matland was elected to his second consecutive term as president of the New Bedford Seafood Producers Association at the group's annual meeting December 27. All other officers and directors were renamed. They are John G. Murley, vice-president; John R. Hiller, treasurer; and John A. Murley, secretary.

Directors are Leif Jacobsen, Josef Isaksen, Magnus Thompson, Isaac Norton and Warren W. Vincent for the scallop fleet; Olaf Anderson, Michael Smith, Hans Haram, John J. Gobell and Herman R. Saunders for large draggers; and William J. Collis, Mathias Bendiksen, Arne Pedersen, Tharald Drivdahl and Daniel F. Mullins for small boats.

Urged to Have Boats Certified By Coast Guard

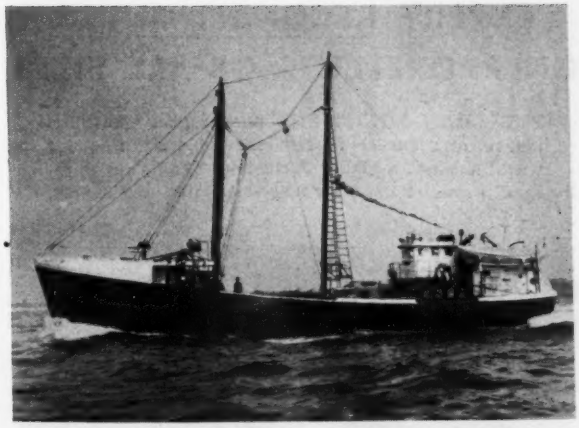
New Bedford fishing boat owners whose boats have not yet been certified by the Coast Guard are urged to contact Lt. George A. Gyland of the cutter *Legare* for an inspection appointment.

"Angelina" Gets Radio Telephone

The dragger *Angelina*, skippered by Capt. Victor Reis, has a new Model 51, 25-watt Apelco radio telephone, installed by Whitehead Marine Radio.

Clarks Cove Reopened

Waters in Clarks Cove between Portland Street and Fort Rodman, New Bedford, which had been closed since April when quahogs were transplanted to the area, were opened for the taking of shellfish on December 18.



99' dragger "Pam Ann" owned by Capt. Russell Grinnell, Jr. of Gloucester, Mass. She was designed by Geerd N. Hendel, is powered with a 400 hp. Atlas Diesel and makes 12 knots.

Gloucester Has Several Boats Fishing out of New York

A number of Gloucester draggers are now fishing out of Fulton Market, N. Y., landing bluefish, butterfish, fluke, scup, sea bass, squid and conger eels.

The dragger *Magellan* arrived in New York on December 18 with 61,200 lbs. of fish which was the best trip of the year for the Gloucester draggers in the South up to that date. Capt. Edward J. Silva is the skipper of the *Magellan*.

Other Gloucester draggers fishing out of New York for the Winter include the *Jorgina Silveira*, Capt. Alvaro Silveira; *Manuel F. Roderick*, Capt. Louis Brown, Jr.; *Sol*, Capt. Albino M. Pereira; *Evalina M. Goulart; Olivia Brown; Raymonde; Alvan T. Fuller;* and *Thomas J. Carroll*.

Mackerel Seiners Change to Dragging

The mackerel seining season of 1950 is now over, and the boats have changed back to dragging. The total mackerel catch for the entire year along the East Coast was hardly more than 5,000,000 lbs. The mackerel yield for the first part of the season was small, and the only spurt in production took place between early September and November.

Catches Tagged Shad

Albert R. Sawyer of Rockport caught a tagged shad while he was fishing two miles from Thacher's some time ago. The shad had been tagged and released in Hudson River near Hudson, N. Y., on May 12, 1950.

Laws Concerning Landing at Foreign Ports

Regarding regulations concerning boarding fishing vessels that have touched at foreign ports, Deputy Collector of Customs Albert Martell states that his office will carry through the order but will do it in a manner that will not work much hardship to the fishermen. The boats will be supplied with forms so that they can make out their declarations.

Carroll President Fisheries Association

Eben C. Carroll, Jr., vice-president of Gorton-Pew Fisheries Co., Ltd., was elected president of the Gloucester Fisheries Association at its year-end meeting December 29. He succeeds Thomas E. Harrington, manager of Fabet Corp.

Other officers include Leo Linquata of Progressive Fish Wharf, Inc., first vice-president; Ignatius Palumbo, partner in the Empire Fish Co., second vice-president; Robert A. Merchant, branch manager of General Seafoods, treasurer; and John Del Torchio of Cape Ann Fisheries, Inc., assistant treasurer.

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Provincetown Fish Packing Price Is Increased

Provincetown dragger owners and captains have agreed to a jump of 50c a box in the price for packing fish. At a meeting with representatives of the three packing firms, the captains and owners were told of the increase in the price of wood, nails and labor. The packers felt the fishermen should help absorb some of this increased cost, in view of the fact that sometime ago, when fish prices were low, the packers aided the fishermen by dropping packing costs by 50c a box.

The packing of each box of fish, with the jump of 50c, now costs the fishermen approximately $2, with other costs, including transportation and handling, making the cost to get the fish to market about $4.26 per box.

Scallop Season Closes

Scallop fishing in Provincetown Harbor has ended for the 1950-51 season with well over 6,000 bushels taken from the harbor flats, all of which brought good prices to the shellfishermen. Prices did not go below $4 a bushel, and toward the end of the season rose to $6.

Selectmen have opened the clam flats east of the West End breakwater for family use only, allowing each licensed resident one 10-quart bucket of clams on open days—Sundays, Wednesdays and Fridays.

Two Draggers Collide

Two Provincetown men narrowly escaped a swim in the cold waters off Provincetown early last month when the 40' dragger *Jennie B.*, Capt. Sherman Russell, was rammed by the *Yankee*, Capt. Arthur Duarte, a short distance off Wood End Light. Aboard the *Jennie B.*, with Capt. Russell, was Manuel Reis.

About one-half of the stern of the *Jennie B.* was stove in, part of the deck and rail were smashed, and five stern planks were damaged just above the water. Temporary repairs were made to enable the vessel to resume fishing.

New Shellfish Rules for Chatham

Chatham Selectmen on December 7 announced new shellfish rules, effective on the 8th. The new regulations closed to the taking of any and all kinds of shellfish by dredging the area contained between a line drawn from Ministers Point in North Chatham to the southerly point of Strong Island and a line drawn from Great Point to the northerly point of Strong Island.

Good Day's Landings

The year 1951 came in with a rush at Provincetown, with a total of 163,700 lbs. of fish being landed at Capetip docks Jan. 1, the result of three days' fishing by local fishermen over the weekend. This catch, with yellowtails predominating, was landed by 33 draggers and 3 line trawlers.

A total of 72,200 lbs. of yellowtails were brought in, 45,300 lbs. of market cod, and 12,900 lbs. of other sizes of cod. One scalloper landed 258 lbs. of sea scallops.

Henry R. Sutphen

Henry R. Sutphen, a leader in the boating industry for more than 50 years, died recently in New York City at the age of 75. He joined the Elco Division of the Electric Boat Co., in Bayonne, N. J., shortly before World War I and was chairman of the Company's executive committee at the time of his death.

As one of the country's outstanding small-boat designers and builders, Sutphen pioneered in the development of the electric launch and the developing of gasoline engines for boats.

A founder of the National Association of Engine and Boat Manufacturers in 1904, Mr. Sutphen served as president of the group from 1918 until 1943. He was chairman of the exhibition committee of the first Motor Boat Show held in the old Madison Square Garden in 1905.

New York Harbor Area Site for Study of Sea Effect on Nets

Rutgers University is to make a year-long study of the effects of the coastal sea water adjacent to New York harbor on various types of cordage, including fishing nets, according to Dr. William H. Martin, director of the Agricultural Experiment Station.

Purpose of the study, Dr. Martin said, is to help fishermen and boatmen who from time to time report mysterious damage to their lines, nets and ropes. An attempt will be made to determine how much deterioration actually occurs, what are its possible causes and what can be done to protect the gear.

Want Inlets Stabilized

Resolutions advocating the stabilization of the Shinnecock and Moriches Inlets and calling for a study of weakfishing in Peconic Bay were placed before the Suffolk County Board of Supervisors on December 18 by the Sportsman's Council of the Marine District of New York.

The appropriation of funds to improve the two waterways carved in Great South Beach by the 1938 hurricane was urged so that they may be kept permanently open and safely navigable. They were described as the source of a million-dollar income to commercial fishermen.

Ocean Traps Damaged By Storm

The fishing industry in the central portion of the South Shore of Long Island (where 95 per cent of the Island's fisheries are concentrated) was heavily battered by the November storm. The four ocean trap companies in the vicinity of Fire Island were reported to have suffered an estimated damage of $20,000 each.

Some slight damage was reported by the Baldwin Harbor and Freeport areas. December is a cod-fishing month for these areas, but the fishermen complained that since the storm they have not been able to locate the fish.

Fulton Market Landings

Fish landings at Fulton Market for the first 47 weeks of 1950 were 14% above those for the similar period in 1949. The total through the last of November was 121,348,150 lbs.

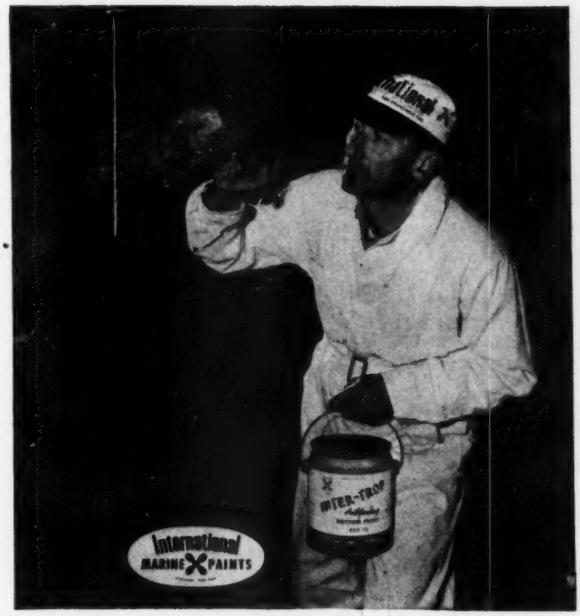
Clammers Must Be Registered

Clammers who ship clams to New York City and are already registered with the New York City Health Dept. are not required to make application for renewal of their permit. All those now registered will be "carried over" by that Department. However, it will be necessary for all who plan to ship and are not now registered with the Health Dept. to obtain a permit.

Von Glahn New Manager Fishery Council

John Von Glahn has taken over complete management of the Fishery Council of New York City, succeeding Ed Irwin, who resigned to take charge of the seafood product accounts of Brooke, Smith, French & Dorrance, Inc., of New York and Detroit. The two men have been closely associated in the Fishery Council for a number of years. Mr. Irwin had directed the publicity and public relations activities of the Council over the past 12 years.

The "Helena", 28' clamming boat owned and skippered by Capt. William S. Tappen of Patchogue, N. Y. Columbian rope is used.



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Texas Shrimp Landings Heavy in December

Shrimp landings for the first three weeks of December were above normal in all areas. The Port Isabel-Brownsville and Aransas Pass districts reported unusually good catches.

However, the last week in December found most fishing boats and shrimp trawlers tied to the docks. Seafood wholesalers, generally, were taking a holiday insofar as purchases from fishermen were concerned. But wholesale shipments to customers were being made on schedule.

Squally and unfavorable weather prevailed over a large part of the shrimping grounds off the middle and upper coast.

Small shrimp trawlers will remain tied up until March 1 when inland waters, closed December 15, will re-open to commercial shrimping.

November Seafood Production

Landings of fishery products at Texas ports in November were 3,303,000 lbs., a decline of 1,870,000 lbs. as compared with the corresponding month in 1949, when the catch was 5,173,000 lbs.

A decrease in shrimp landings was mainly responsible for the loss. November, 1950 had a shrimp catch of 2,955,000 lbs., while the previous November had 4,881,000 lbs., a decrease of 1,926,000 lbs. The drop was due primarily to the inactivity of the shrimp trawlers caused by a price disagreement between the vessel owners and wholesalers. Strong winds in the Gulf during November also caused periodic tie-ups by the shrimp fleet.

Finfish production was 347,000 lbs. in November, compared with 290,000 lbs. the corresponding month in 1949. This was due to an increase in landings of sea trout, black drum, red snapper and grouper.

Trawler "Mister Mac" Sinks

The 60′ trawler *Mister Mac*, owned by Nolti Malancon of Aransas Pass, sank in Pass Cavallo near Port O'Connor during December, the fourth large trawler to be reported lost in that area within a week. The captain and crew were rescued by the Coast Guard. The *Mister Mac* was fishing for the Coastal Freezing Plant of Aransas Pass.

New Shrimp Trawler

Construction is almost complete at Rockport Boat Works on a 60-ft. shrimp trawler. Repairs are being made on a 67′ trawler and two large Brownsville trawlers will be hauled out soon.

Fishing Industry Honored at Banquet

The seventh annual banquet of the Brazosport Chamber of Commerce was held in Freeport on December 11, at which time the Chamber honored the $18,000,000 fishing industry of the area. A special table was set for the people of the industry, and local seafoods were served.

Georgia Shrimpers Make Good Catches

St. Marys fishermen practically all observed the long week-end holiday over Christmas, but went out on the 26th to find themselves amply rewarded with big catches of shrimp. The shrimp were on the small side, running about 80 to 90 to the pound, but the boats brought in a lot of them, giving long hours of work for the headers in the two plants at St. Marys.

Captain Lost in Fall From Boat

Coast Guardsmen and shrimp boats from Mayport and Jacksonville, Fla. on December 28 had found no trace of Capt. Grover Lovell, veteran shrimp fisherman of St. Marys who fell overboard from his vessel the *Pompano* on December 27, off Nassau Buoy between Amelia and Talbot Islands.

John Donini of St. Marys, Lovell's striker who had just taken over the wheel, witnessed the accident. He said Lovell lost his balance and plunged overboard into the high seas.

New Jersey Shellfish License Cost Is Increased

The cost of the 1951 shellfish license in New Jersey will be 50 percent higher than the 1950 rate, it was announced by Franklin A. Gray, chief of the New Jersey Division of Shell Fisheries in the New Gretna area. Boat license fees will remain the same as last year.

Shellfish protectors will make inspections to apprehend those who gather clams or shellfish from the public lands without a license to do so.

Shellfish licenses may be purchased at the following agencies: Robert E. Fritsch, Long Beach Twp. Municipal Bldg., Brant Beach; Barzilla Pullen, 116 Clay St., Tuckerton; Fred Sprague, Main St., West Creek; Walter S. Wheeler, Main St., Barnegat; Albert Houghton, 83rd St., Harvey Cedars; and from Mr. Gray. Boat licenses required for those who dredge sea clams in the Atlantic Ocean within the territorial waters of New Jersey may be purchased only from Mr. Gray.

Storm Forces Fish Firm Out of Business

The Beach Haven Fish Co. suffered approximately $25,000 damage to nets and poles during the November 25 storm, and as a result owner Parks Hayes has decided that the prospective yield of fish does not warrant the investment necessary to resume operations with the opening of the regular commercial fishing season in March. The firm was founded nearly 40 years ago.

The loss of equipment at the Sun Fishery was reported to be about the same, but no decision has yet been made. The Barnegat City Fishery lost no equipment in the storm, but was forced to close operations in September because of the poor yield of fish and low prices.

Would Deepen Inland Waterway

The restoration of the inland waterway of New Jersey to proper depth for safe navigation and defense is being urged by Ocean County Freeholder A. Paul King, who is secretary of the State Beach Erosion Commission. King stated that the present national emergency demands a fully usable waterway from the Manasquan River south to Cape May and the Delaware breakwater.

He estimated that the cost for dredging the Cape May County area would be $50,000, and that the total cost of restoring the channel to its specified depth of 6' at mean low water would be approximately $350,000.

Dredging of Otten's Harbor Nearly Done

With completion of the dredging of Grassy Sound Channel at Otten's Harbor, Barney Nelson, captain of the dredge *Pioneer*, said an estimated 300,000 cubic yards of mud, silt and sand would have been removed from the channels and deposited on neighboring lowlands. The work was expected to be finished about the end of last month if the weather remained good. The dredge then was to move to Hereford Inlet at North Wildwood.

Survey of Boats for Defense

The State Navigation Bureau in cooperation with the State civil defense program has launched a survey to determine how many boats could be made available for use in case of a disaster.

Questionnaires are being circulated among boat owners and an operational plan will be formed as soon as sufficient data is tabulated.

The questionnaire seeks to learn whether the owner or captain of the craft would respond to an emergency call for duty, information on the size, equipment and condition of the boat and where the craft is normally moored.

Any boat owner wishing to cooperate may receive a questionnaire by writing to the Bureau of Navigation, Rm. 661, 1060 Broad St., Newark, N. J.

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Seconds and minutes count when the fish are running, so the fisherman whose boat, nets, and rope are sturdy and reliable is surest to bring back a catch. (Many a fish has been lost by the delay of an ill-timed breakdown.) Because you want dependability in the rope you buy, ask for Tubbs Extra Superior Manila. Among fishermen it's a name with an honest reputation for good service.

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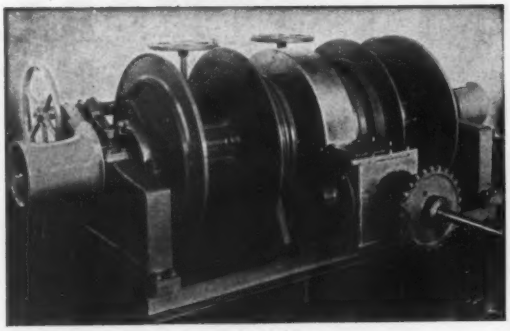

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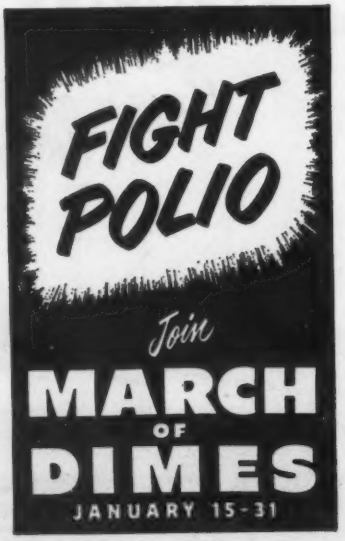

Boston Trawler "Delaware" to Make Freezing-at-Sea Studies

With the arrival of the trawler *Delaware* at East Boston from Germany, the Fish & Wildlife Service's Branch of Commercial Fisheries soon will be able to expand its freezing-fish-at-sea studies. The vessel, originally of Boston, but recently used in the rehabilitation of the German fisheries, arrived at the Fish and Wildlife Service dock on December 9.

The *Delaware*, built in 1937, has an over-all length of 146' and a beam of 25.1'. Powered by a 735 hp. Diesel engine, she has a fish hold capacity of 200 tons.

While the vessel was in Germany, her bulwarks were increased in height to afford better protection from the seas, and anchor chains were installed to replace wire hawsers. Metal plates were fastened about the shroud lines to protect them. The wooden hatch covers were replaced with metal ones.

On the high forward deck, there had been arranged a railing containing two lateral strips. The Germans reinforced this railing by using four strips of metal to give better protection to the fishermen who might be using the forward deck in high seas.

The trawler will have suitable refrigeration equipment for freezing whole round fish at sea. After the frozen round fish is landed, it will be thawed, filleted, and refrozen. Alterations, refitting, and the designing and installation of the refrigeration and fish handling equipment are now in progress.

It is claimed by Fish and Wildlife Service technologists that adoption of the freezing-at-sea method would result in a higher quality seafood product; enable fish plants to obtain more of the valuable fish oil by-products now wasted; and lead to other advantages profitable for the industry. The *Delaware* will determine the practicability of this theory in dollars and cents.

"Crest" Lands Record Dab Fare

The trawler *Crest* landed 290,000 lbs. of dabs at Boston on December 26, which was believed to be a record catch of that species. The trip sold at $5.75 per 100 lbs., which gave the trawler a gross stock of some $17,000, one of the best of the entire year.

Two other trawlers that had large fares of dabs last month were the *Red Jacket*, which hailed for 225,000 lbs. on December 20, and the *Drift*, which had 223,000 lbs.

Scrod Haddock Catch Triples

November landings at the Boston Fish Pier totaled 12,620,200 lbs., a gain of more than one-third over the catch for November of last year.

An increase in the landings of scrod haddock was mainly responsible for the gain in the overall catch. Production of scrod haddock was 5,885,400 lbs., over three times the November, 1949 take.

For the first eleven months of this year, landings totaled 159,357,900 lbs., compared to 163,275,800 lbs.

New Engines Installed

A Model NHMS-600, 175 hp. Cummins Diesel has been installed in the 65' dragger *Pioneer*, owned by Capt. Guiseppi Ciula of Boston. The engine is fitted with Snow-Nabstedt 3:1 reduction and reverse gear and Twin Disc 2:1 front power take-off, and swings a 44 x 28 Columbian propeller.

Reid's Shipyard, Winthrop has installed a Model NVHM-1200, 12 cylinder, 260 hp. Cummins Diesel in its 46' tug boat *William B. Miller*. The engine has Snow-Nabstedt 3:1 reduction gear, Westinghouse Tridyne air control for the reverse gear and 750-watt electric starting, and turns a 44 x 36 Columbian wheel.

Chivall in Korea

Lt. Com. James Chivall, sales engineer for J. H. Westerbeke Corp., Boston, is on duty with the Navy in Korea, where he is attached to a Port Director's Office. He is a veteran of the North African and Italian campaigns of World War II.

Maryland Oyster Cooperative Leasing Plan Revived

An opinion handed down by the Maryland Court of Appeals December 8 revived Smith Island's plan for an oyster cooperative, first full-fledged project of its kind in Maryland.

The high State tribunal unanimously overruled a Somerset County jury and declared a key lot of 25 acres in Tangier Sound is, in effect, barren bottom. That means it is open for leasing, heart of the cooperative setup.

The court's opinion, by agreement, also tacitly turned some 750 additional acres over to Smith Island watermen for private bivalve cultivation. Somerset County leasing foes, who also protested individual applications for the entire area, had consented to stand by the decision in the single case tried.

The Maryland Tidewater Fisheries Commission had appealed the Somerset Circuit Court decision, which labeled as a "natural oyster bar" the 25 acres sought by Norman Bradshaw. He was one of 39 who filed for leases.

Commission members contended the State would have to spend millions to subsidize public bars in the nearly depleted bay and stripped rocks of the tributaries.

Striped Bass Production Shows Gain

Striped bass or "rock" showed an increased yield in 1949, and records received from commercial fishermen during 1950 reveal that production should continue at this same high level.

The 1949 production of 2,600,000 lbs., valued at $536,000, represents an increase of only 46,000 lbs. over the previous year. However, the striped bass catch has steadily increased over a fifteen-year period to twice as much as the catch for 1930. During the early depression period from 1931-34, the annual yield was less than one-quarter of the present catch.

Tilghman Plant Modernized and Expanded

For the past several months the Tilghman Packing Co., Tilghman, has been engaged in an extensive modernization and expansion of its seafood packing plant. One of the new additions is a division for quick-freezing which was engaged in freezing crabs this past Summer. George T. Harrison is president of the Company.

Seeks Damages for Sinking of Boat

Federal Judge W. Calvin Chesnut last month had under advisement a $48,000 damage suit against the Government in connection with the sinking of the oyster boat *T. H. Anderson,* which went down in Chesapeake Bay off Tangier Sound in October 1949, after striking the sunken wreckage of the *San Marcos,* a derelict battleship.

The suit was filed by the Somerset Seafood Co. of Deals Island.

Rhode Island Has Good Scalloping Season

December 31 marked the finish of what was one of the best scalloping seasons in recent years—a quarter of a million dollar industry. Fishermen had been catching as much as 8 bushels a day, and the season was one of the longest on record.

However, the State Division of Fish and Game reported that the number of scallop licenses taken out totaled about 20 less than in 1949.

The lobstering season ended with a catch below that of the 350,000 lbs.-plus mark of other years because of the big blow on Sept. 11 and at least two other gales. Early returns showed catches of about 190,000 lbs., with December results still to be reported.

The number of lobster licenses totaled only 279 for 1950 compared with 332 for 1949.

The bay fishing industry has now fallen back almost entirely on its most profitable branch, hand tonging or bull raking for quahaugs.

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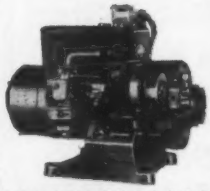

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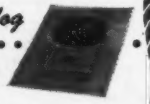

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Canadian Report

By C. A. Dixon

After the big windstorms ceased in the first two weeks of the lobster fishing season in southern New Brunswick, and more settled weather prevailed in December, there were satisfactory landings of the shellfish, and it is believed that the overall catch may foot up quite favorably with other seasons. Those fishermen who moved their traps offshore, particularly in the Grand Manan district, found lobsters more plentiful than usual, and decided that it was better to have more lobsters and bad weather than good weather and few lobsters. The record catch reported for a single trap was 11 jumbo lobsters which were worth $20. Following the opening of the Fall season in Nova Scotia, cargoes of lobsters were brought to the several pounds in southern New Brunswick.

Scallop Fishing

Now that cold weather has descended in earnest, with sub-zero temperatures prevailing at Maritime points, it is expected that scallop fishing will pick up. For a time, early in December, scallops were quite plentiful and of excellent size for shipment, but they suddenly slacked off in southern New Brunswick waters, and fishermen had difficulty in locating paying beds. This has happened before, however, and hope is entertained that new beds will be located as the season advances.

Purse Seining

Speculation as to whether the Winter purse seining for sardines will produce fish enough to keep the factories running is being indulged in by seiners and boatmen who hope that a strike will occur along the North Shore of Charlotte County—the regular cold weather fishing area on the Bay of Fundy coast in New Brunswick. Sometimes big catches are made in the Wolves Island region and at Grand Manan. Should sardines appear in sufficient quantities to warrant operation of the factories on a profitable basis, sardines will be canned all Winter. A few sardines remain in weir fishing areas at Deer Island, but usually the fish vacate that area in mid-Winter. Meanwhile weirmen along the coast have been taking stock of equipment, some of which was badly damaged in early December gales, in cases where the twine tops were left on the structures with the hope that a late school of fish would strike.

Fishermen Optimistic

Although the late Fall storms did a great deal of damage to fishing gear and equipment, boats and shore plants, along the Maritime coastline, it was not nearly as heavy as had been anticipated. Damage to lobster traps was not nearly as bad as it could have been, considering the violence of the wind and sea. There is no doubt, however, that the replacement value will be considerable. But, in spite of this, the fishermen bob up smiling, and tackle their problems with the same spirit of hope that has characterized their activities since man first went fishing.

This Winter new engines will be installed, and old ones reconditioned, and modern equipment added where needed. In comparison to the old days when clumsy sail boats had to be towed on calm days with dinghies, the present day boat has everything the heart can wish to make the freighting of fish, and the locating of potential cargoes, a real pleasure instead of a gruelling task.

New Dragger for Gorton-Pew Subsidiary

The keel for a $175,000 auxiliary fishing dragger to be 106 ft. long, has been laid at a Lunenburg, N. S. shipyard. The new craft will be owned by a Nova Scotian subsidiary of Gorton-Pew Fisheries Co., Ltd., of Gloucester, Mass.

The new dragger, as yet unnamed, will be powered with a 400 hp. Cooper-Bessemer marine Diesel engine. When ready for sea, she will fish out of Louisburg, N. S. for the new fillet plant now being built there for Gorton-Pew.

Vineyard Bailings

By J. C. Allen

Buried in the smoke of distant battles and the threat of something worse, it is not too easy to radiate the old-time New Year spirit. Yet, viewing the whole situation from an overall squint, as you might say, it would be a funny thing, a tragic thing, if a Nation as powerful as the United States, which has met the best of 'em on land and sea and came out on top, should be capsized and scuttled.

On the home front all hands take a sobering view, don't anyone think differently, and yet all hands agree that there are jobs to be done and they are doing them.

The sea-skimmers, operating through the past month, have struck crooked water, high winds and low barometers, darned nigh three days out of six. No man can do his best when the milk of human kindness in his gizzard is being churned into lifeboy soap by a rising sea, and you may lay to that.

And so, we have to report only medium luck afloat in blue water for December. We wouldn't know just what lays out there as of this date because nobody has had a fair chance to find out. We only know that, to judge from the samples that have been landed, there must have been some change in the last ten months. It looks as if there might be more yellowtails. Certainly the individual luck has picked up.

We have reported the great schools of pollock which invaded us and hung on until the middle of December. Maybe nobody wants to eat pollock; certainly we know cussed well that no one seems to want to buy it and pay anything for it. But it is a good food-fish and something ought to be done about it.

It has come as a surprise to many of us here to know that what we call bait, sand-eels, shiners, silver-sides and the like, are worth such a good price in New York, and are in such demand. As this kind of stuff has run this Fall, indeed, as it is running at the present time, a man wouldn't have to do more than exercise himself to make a day's pay at catching them.

It seems like some kind of a disgraceful set-back for a man who has been skipper of his own vessel to descend to using a sweep-seine to net either pollock or shiners. We agree to all this. But if he can make a dollar, it's a darned sight better than a whole damn deck-load of dignity and a stack of unpaid bills.

Speaking of old-fashioned and shoal-draft pursuits, the eel-fishing winds up as of about this time, and it has been one of the best seasons that any of our local lads have ever seen. The eels themselves have run better and bigger and, by far, more numerous. They potted later by weeks, and the silver eels, always in demand, ran well after the pond-eels had practically quit.

Again we agree that it's an awful come-down for an otter-trawler to set eel-pots in a brackish pond that barely floats a punt. But we can well remember when the eel-fishery contributed a goodly income to a small army of men, and none of 'em considered it a lowering or disgraceful occupation.

But more than these things, the shellfishery keeps improving. In this neck of ocean, the various towns are spending more money for protection of beds, care of seed and enforcing sensible regulations, and the system is paying a dividend.

Three towns out of our five which have shellfish beds have had good seasons this year, and the end is by no means in sight. The scallops have run to a good marketable size, and the average price has been right around eight bucks a gallon. Opportunities for increasing the shellfish beds exist and can be developed by the expenditure of a moderate sum of money and some labor.

When the scallops are out of season, the quahaugs can be taken, and they take 'em. So we feel that if the welfare of the Nation's economy depends upon seafood, this fly-speck in the ocean can still contribute a good share.

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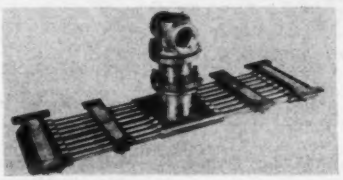

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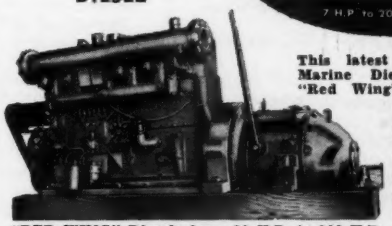

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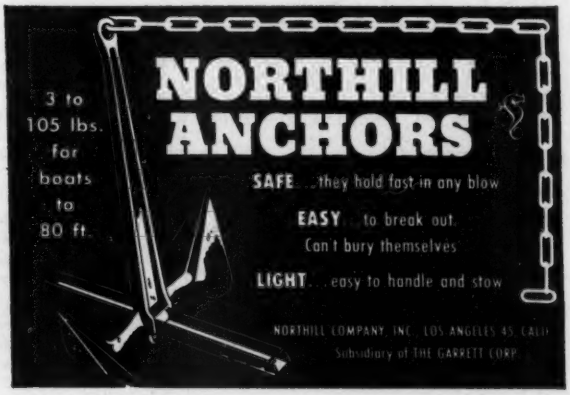
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*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
Bludworth Marine, 92 Gold St., New York 7, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
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*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
The Edson Corp., 43 D St., South Boston, Mass.
*Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.
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*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Joseph F. Shea, Inc., East Haddam, Conn.
A. M. Starr Net Co., East Hampton, Conn.

OIL—LUBRICATING
Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
Socony-Vacuum Oil Co., Inc., Marine Sale Dept., 26 Broadway, New York 4, N. Y.

OIL—PENETRATING
*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PAINTS
Henderson & Johnson, Inc., Gloucester, Mass.
*International Paint Co., Inc., 21 West St., New York, N. Y.
George Kirby, Jr. Paint Co., 14 Wall St., New Bedford, Mass.
Pettit Paint Co., Belleville, N. J.
Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Tarr & Wonson, Ltd., Gloucester, Mass.
C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., New York 17, N. Y.

POWER TAKE-OFFS
*Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS
*Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS
The Edson Corp., 49 D St., South Boston, Mass.
Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

RADAR
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

RADIO RECEIVERS
National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

RANGES
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
"Shipmate": Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS
Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
*G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.
Western Gear Works, 2600 E. Imperial Highway, Lynwood, Calif.

RUST PREVENTIVE
*Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS
Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS
Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.
Delaware Bay Shipbuilding Co., Inc., Lewesburg, N. J.
*Diesel Engine Sales Co., Inc., St. Augustine, Fla.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

SILENCERS
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

STEERING GEAR
The Edson Corp., 49-51 D St., South Boston, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS
*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
*Hathaway Machinery Co., New Bedford, Mass.

VOLTAGE REGULATORS
Wharf Machine & Electric Co., Inc., Fish Pier Road, Boston 10, Mass.

WHISTLES
*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WINCHES
Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
*Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE
American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
*Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(*Continued from page 9*)

Hester of the James H. Seley Co., Los Angeles, Calif., representing the West Coast. A sixth member from the West Coast will be named shortly.

ECA AUTHORIZATION The Economic Cooperation Administration has authorized the purchase of $302,000 worth of canned fish from the United States for use in Greece. The purchase authorization excludes canned shrimp, crab, lobster, tuna, and salmon. Heretofore, Greek purchases of canned fish have been mostly canned squid and mackerel. The $302,000 authorization would purchase around 42,000 cases of canned squid and mackerel.

EXPRESS RATES The Railway Express Agency has cancelled one of its major proposals to increase fishery express rates. This was I&S 5805, which had been scheduled to go to hearing on January 29 in Chicago. It was a proposal by the REA to increase rates and to cancel quantity rates on shipments of fish from the Great Lakes and the Gulf of New York, Philadelphia, etc.

Also added to the list of proposed rate increases cancelled by the Railway Express Agency was the proceeding known as I&S 5836, which had been scheduled to go to hearing before the I.C.C. on January 29 in Chicago. The proceeding involved an REA proposal to increase rates on shipments of oysters, scallops, and clams by 10 per cent.

BUOY TRANSMITTER The Atlantic Fisheries Experimental Station, Halifax, N. S., has developed an improved dory direction finder and a buoy radio transmitter. The buoy has been designed so that fishermen can mark positions on the fishing grounds, particularly deep-sea scallop beds, and thus find them again after a trip to port.

A clock mechanism operates the buoy transmitter, which has a broadcast radius of over 12 miles. The newly designed transmitter will be given thorough tests this coming Summer, and if it acts as a satisfactory marker there seems reasonable prospect for a deep-sea scallop fishery of the outer coast of Nova Scotia.

The new dory direction finder has a broadcast range of two miles, and is the same size as an emergency food ration can carried by fishermen when they leave the fishing schooners in small boats to lay trawl lines.

Fog long has been a menace to fishermen after they left the mother ship at sea. With this improved direction finder, the risk of being unable to return to the schooner is held at a minimum. When separated from the schooner the dory fishermen can send out a signal which the vessel can follow through the fog until it reaches the missing boat.

Index to Advertisers

Advanced Marine Products Corp. 52
Albina Engine & Machine Works 39
W. A. Augur, Inc. 35

Bendix Aviation Corp., Pacific Div. 7

Chris-Craft, Marine Engine Div. 32
Chrysler Corporation, Marine Engine Div. 8
The Colorado Fuel & Iron Corp., Wickwire Spencer Steel Div. 11
Columbian Bronze Corp. 45
Columbian Rope Co. 1
Cooper-Bessemer Corp. 54
Cunningham Mfg. Co. 48

Danforth Anchors 34
Detroit Diesel Engine Div., General Motors Corp. 6
Diesel Engine Sales Co., Inc. 47

R. J. Ederer Co. 44
Enterprise Engine & Machinery Co. (Marine Engine Div.) 3
The Enterprise Mfg. Co. 42

General Motors Corp., Detroit Diesel Engine Div. 6

Hathaway Machinery Co., Inc. 46
Hyde Windlass Co. 42

International Paint Co., Inc. 43

The Lathrop Engine Co. 10
Liberty Dry Dock, Inc. 49
The Linen Thread Co., Inc. 2
Lister-Blackstone, Inc. 13

McClain's Sea Foods 47
Michigan Wheel Co. 34
Lucian Q. Moffitt, Inc. 39

The National Supply Co. 14
Nordberg Mfg. Co. 28, 29
Northill Co., Inc. 49

F. J. O'Hara Trawling Co. 13
D. W. Onan & Sons, Inc. 48

Perkins-Eaton Machinery Co. 39

Red Wing Motor Co. 49
John A. Roebling's Sons Co. 33

Frank L. Sample, Jr., Inc. 48
Snow-Nabstedt Gear Corp. 53
Stroudsburg Engine Works 36
Submarine Signal Div., Raytheon Mfg. Co. 35
Sudbury Laboratory 36, 47

Tubbs Cordage Co. 45
Twin Disc Clutch Co. 37

Universal Motor Co. 4

G. Walter Machine Co. 49
Westerbeke Fishing Gear Co. 52
Wickwire Spencer Steel Div. of The Colorado Fuel & Iron Corp. 11
Wilfrid O. White & Sons, Inc. 48

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MARINE ENGINE FOR SALE

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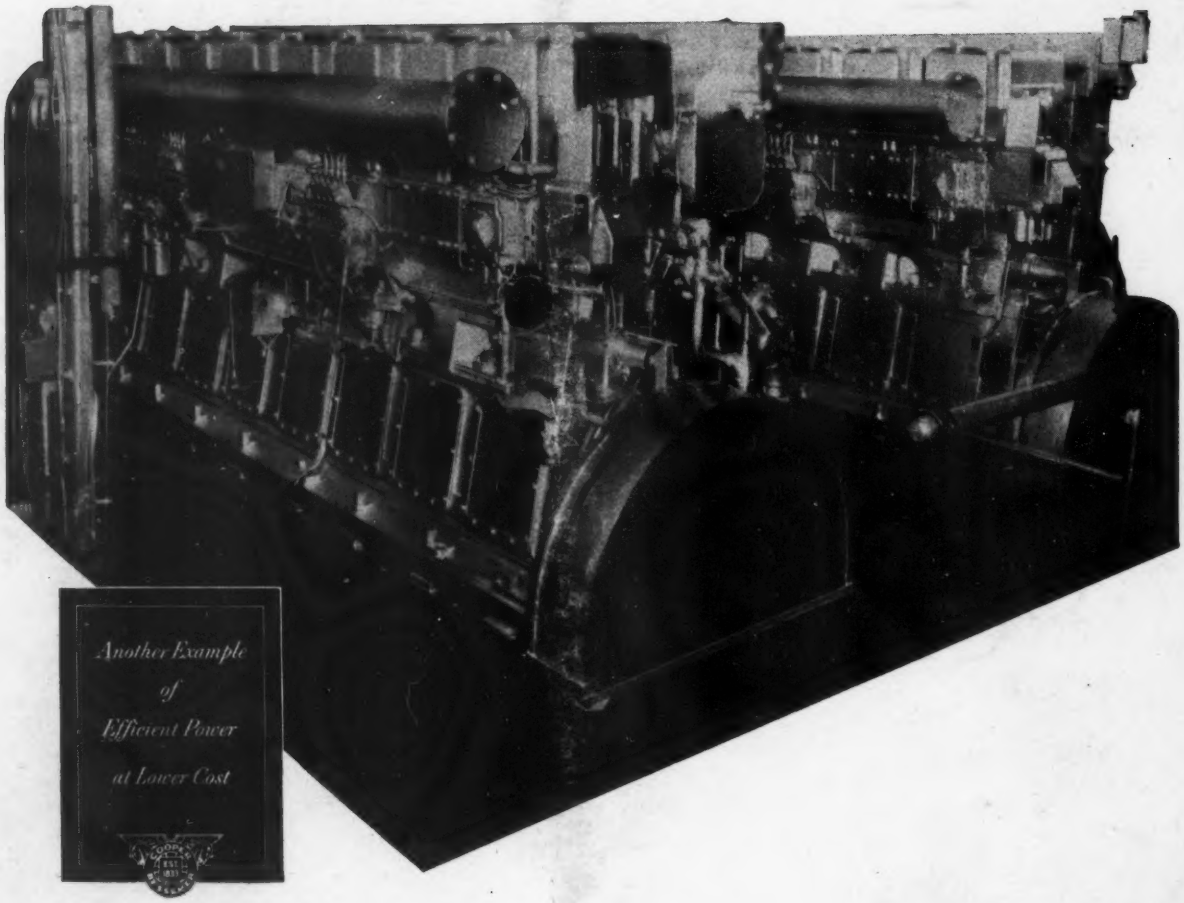

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